

MOTOR RACING



Vol. 2—No. 22

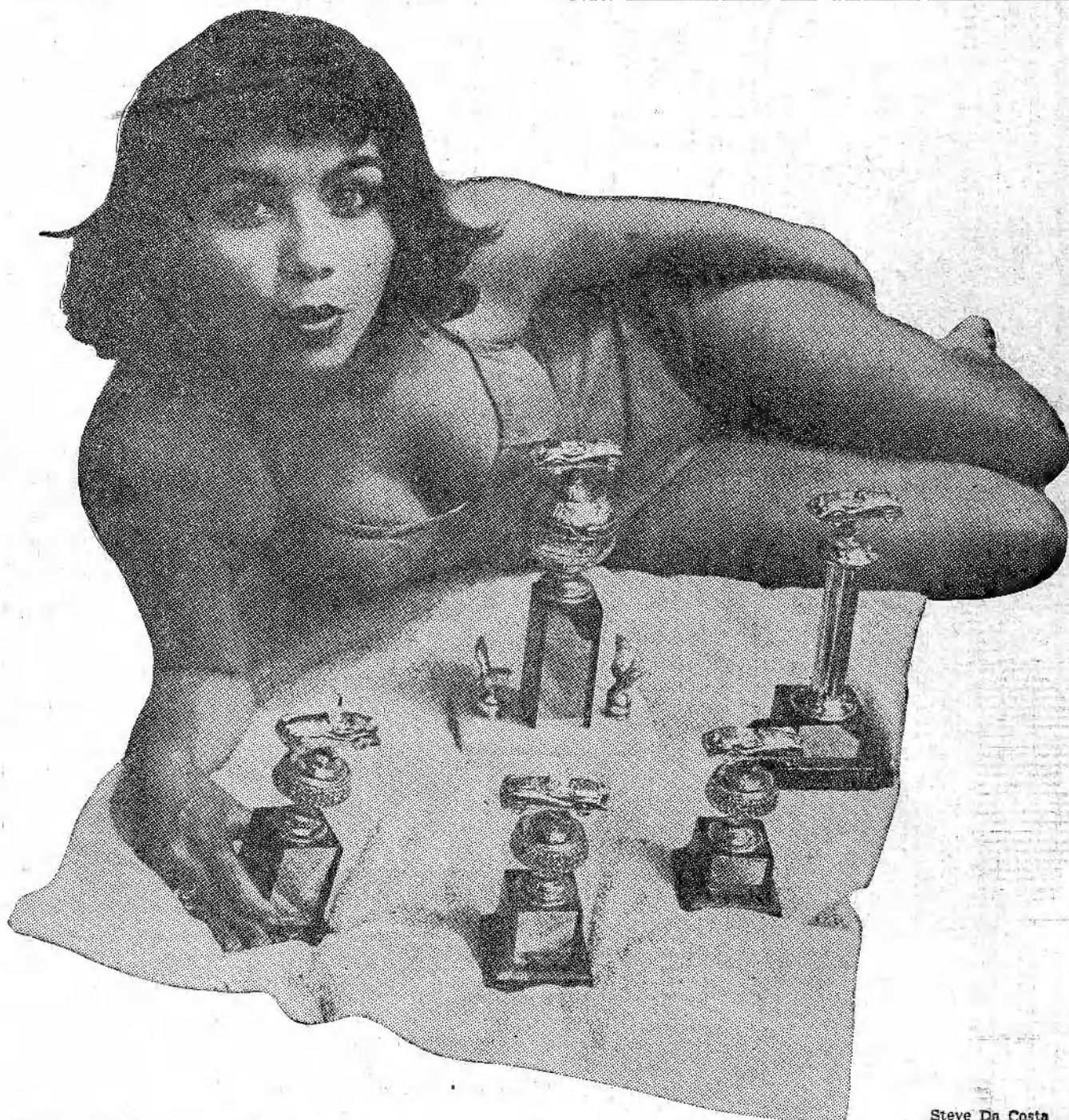
(Published Bi-weekly)
except last issue of calendar year

Los Angeles, Calif.

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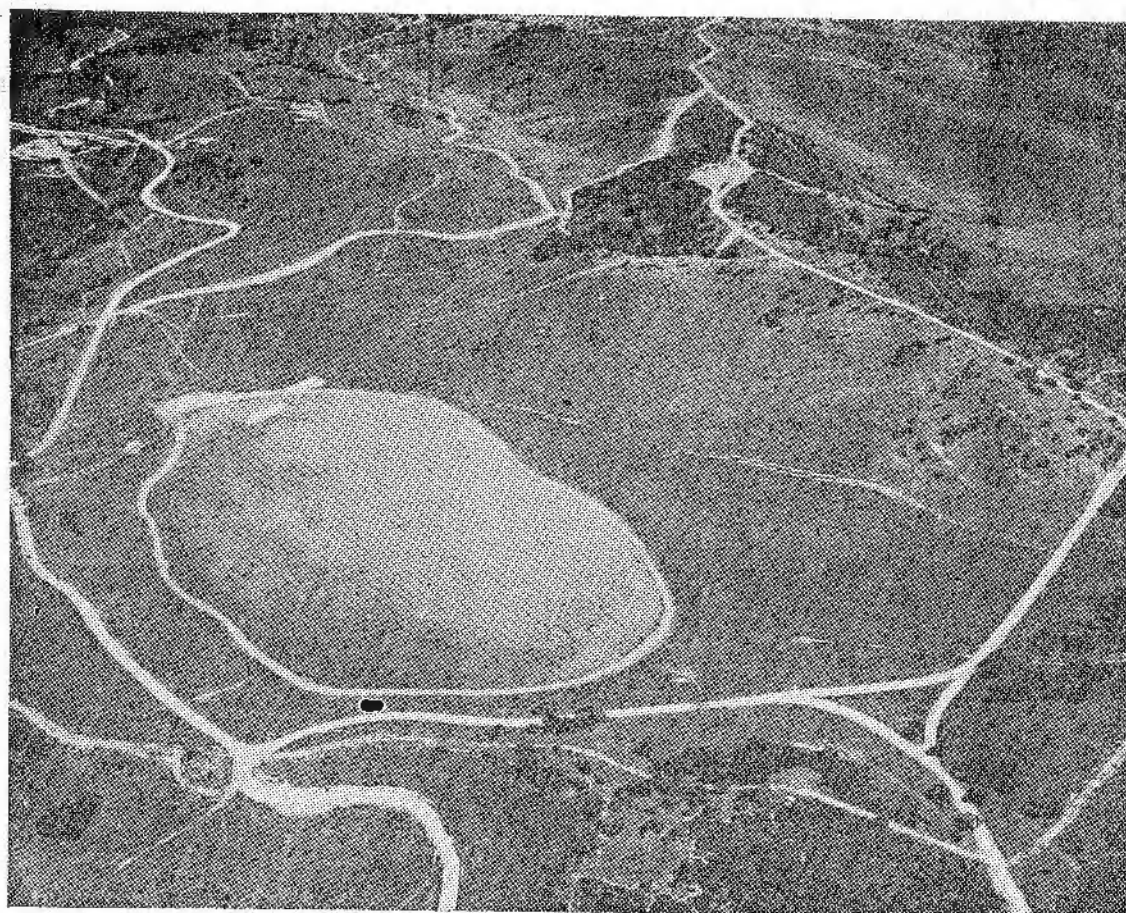
Aug. 23-30, 1957



Steve Da Costa

O-O-O-HHHHH, wouldn't you like to win one of these six beauties??? You could, too, if you lived in Hawaii and went a-rallyeing with the Armed Forces Foreign Car Club on their upcoming Ye Olde Showcase

Rallye. The squeeze-sweet one is Island girl Melissa Faye Brash. She helps to keep interest in sports car activities at a high pitch in wondrous Hawaii, which already is making plans for its second Speed Week next April.



NEW 'PEBBLE BEACH' COURSE AT LAGUNA SECA, NEAR MONTEREY —Lee Blaisdell-Monterey Studio

Added Stress On Sports Cars

The accent is heavier on sports cars for this year's 9th annual Bonneville National Speed Trials, with 10 new classes for modified and production entrants.

The straightaway runs are slated Aug. 26-Sept. 1 at the Utah site. Four general body groups prevail with separate engine classes. Information may be obtained from: Bonneville Nationals, 20304 Gresham Rd., Canoga Park, Calif.

BONNEVILLE CLASSES FOR SPORTS CARS ENTRIES
1. SPORTS CAR PRODUCTIONS—Class "O" up to 91 cu. in.; "A" from 92 to 170 cu. in.; "B" 171 to 305 cu. in.
2. SPORTS CAR AMERICAN PRODUCTIONS—Class "C" up to 358 cu. in. Those with engines above 368 run in Class "CM."
3. SPORTS CAR MODIFIED—Classes "OM" up to 91 cu. in.; "AM" 92 to 183; "BM" 184 to 305; "DM" 306 to 488. Blown engines limited to 368.
4. SPORTS CAR AMERICAN MODIFIEDS—Class "CM" up to 425 cu. in. Blown engines limited to 368.

VANWALL FIRST AT PESCARA

PESCARA, Italy, Aug. 18—The British-built Vanwall made the grade here today when Stirling Moss of England drove the car to victory in the 25th Pescara Grand Prix.

He upset Juan Manuel Fangio, Argentina, nearing his 5th world's title, who finished second in a Maserati. Harry Schell and Masten Gregory followed in Maserats.

Moss covered the 286 miles in 2:59:22.7, a new record.

PACIFIC SCC RALLYE

Fourth running of the Pacific Sports Car Club Rallye de WHEEL Bounce is scheduled for Saturday, Aug. 24. The first car is due out of the South Bay Bowling Center parking lot, 1515 South Hawthorne Ave., Redondo Beach, at 6:01 p.m. According to Joe Bechtel, Rallyemaster, all post entries will be accepted.

Ft. Ord Course Gets O.K.'d

MONTEREY, Calif., Aug. 21—Signing of a lease with the U.S. Government last week for use of the Laguna Seca area of Fort Ord for sports car racing assures a new course to supplant defunct Pebble Beach.

The first race, a National SCCA event, is planned for Nov. 9-10, and will be termed the 8th renewal of Pebble Beach, which drew more fans than any other Peninsula event.

Signing the lease were Army officers and officials of Sports Car Racing Assn. of Monterey Peninsula (SCRAMP), headed by Lou Gold. SCRAMP, an arm of the Chamber of Commerce, will stage races in cooperation with the SF Region of SCCA.

The 2-mile course will be on Army property 8 miles east of here on the Salinas Hiway. Work on the roadbeds is already under way. John Wyer, Aston Martin executive from England, aided SCCA officials in mapping the course when he was here a few months ago.

The lease was for 5 years, with the local Chamber of Commerce (Continued on Page 7, Col. 3)

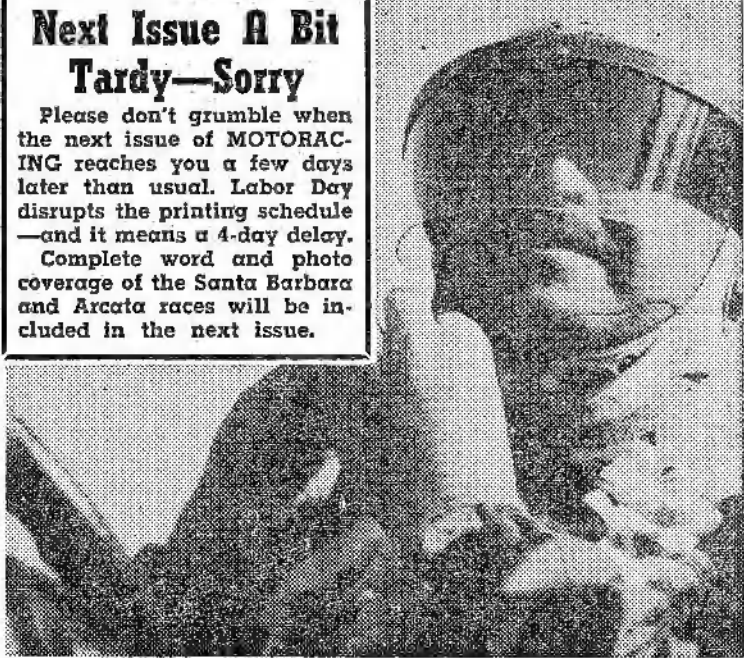
MOTOR RACING

Vol. 2—No. 22 (Published Bi-Weekly) 15c 44 Aug. 23-30, 1957

Next Issue A Bit Tardy—Sorry

Please don't grumble when the next issue of MOTORACING reaches you a few days later than usual. Labor Day disrupts the printing schedule—and it means a 4-day delay.

Complete word and photo coverage of the Santa Barbara and Arcata races will be included in the next issue.



—Vignolle & Powell

MEMORY OF the late Lou Brero will be honored at the first annual Lou Brero Memorial Road Races to be held Aug. 31-Sept. 1 at Arcata, Calif. The SF SCCA races are co-sponsored for charity by Redwood Sports Car Club and Veterans of Foreign Wars, District 21.

Arcata Races to Honor Memory of Lou Brero

ARCATA, Calif., Aug. 21—The first annual Lou Brero Memorial Road Races will be held at the Arcata Airport Saturday and Sunday, Aug. 31-Sept. 1. Racing is sanctioned by SF Region of SCCA and co-sponsored for charity by Redwood Sports Car Club and Veterans of Foreign Wars.

The races bear the name of the late Lou Brero, one of the most popular and expert sports car drivers in the country. He died after his car caught fire at Hawaii earlier this year.

Lou was one of the guiding forces when the first races were held here last year.

2.1-MILE COURSE

The course, located at Arcata Airport, about 12 miles north of Eureka on Hiway 101, measures 2.1 miles.

Under- and over-1500cc feature races for modifieds will be combined on Sunday and will be for 30 laps. Big and small production machines go 20 laps.

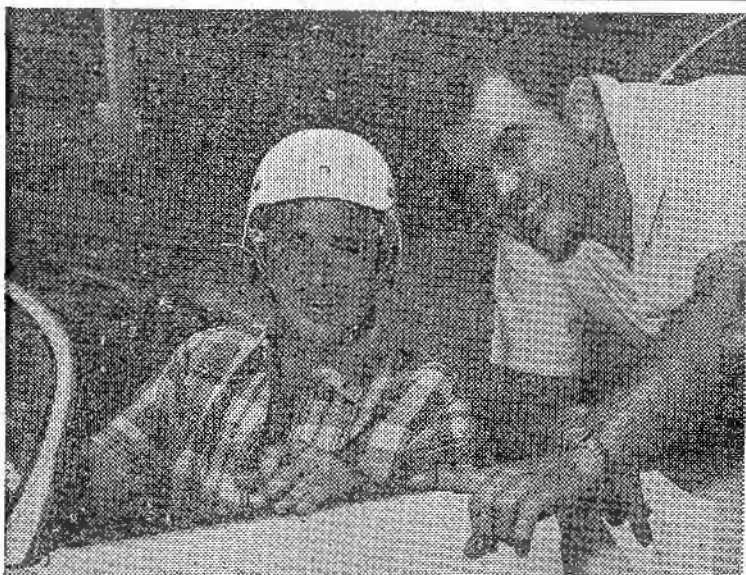
Ten races have been carded, (Continued on Page 9, Col. 4-5)

Hill, Ash Set Marks

BONNEVILLE SALT FLATS, Utah, Aug. 16—Two Americans, including Phil Hill of Santa Monica, Calif., established six world and 32 U. S. marks here today in a supercharged Morris.

Designated as the EX179, the auto was shipped here along with EX181, an MG, by the British Motor Corporation, in attempts at various speed records on the famed salt course.

Hill drove the blown Morris the first three hours, hitting a record 132.62mph. David Ash, New York, relieved him and their (Continued on Page 5, Col. 3)



—Lester Nehamkin

STEVE COCHRAN, the actor, at the wheel of a 1600 Porsche Speedster which he will drive at the CSCC Santa Barbara road races, Aug. 31-Sept. 1. With him is ace Jack McAfee, due to drive Stan Sugarman's Porsche RS Spyder. (Story on Page 3.)

LB MG Club Fires Grady King

Grady King, organizer and marshal of the Long Beach MG Club's flag team, recognized as one of the best in the country, was summarily fired last week by the club's Board of Governors.

The flag team's function has been to work all the California Sports Car Club races. For this and the work of the Long Beach club's scoring team, the Cal Club has paid the Long Beach group about \$300 per race (the figure is believed to be about 10% of the net gate).

Acting on behalf of the board, Fred C. Sander, president of the

Long Beach club, removed King from his post, declaring, "We cannot justify insinuations, histrionics and discourtesy."

King bitterly denounced the group's board, resigning from the club. He had been a member for over five years and flag marshal for more than three.

NOT CLUB MEMBERS

Ironically, more than 90 per cent of the men making up the flag team are not members of the Long Beach MG Club! They were workers King had recruited himself. Sixty-five comprise the group. They are not paid, re-

ceiving an extra guest pass and a free box lunch.

King declared Sander told him that his removal was ordered by Ken Miles, president of the CSCC, as a condition to the continued use of the team at CSCC races. "Sander said we could not get along without the CSCC pay," King said.

The flag marshal had planned to resign after two more races, although he had hoped to continue as an active member of the team.

Asked by MOTORACING why (Continued on Page 6, Col. 3)

CARNIVAL OF WANT ADS TO KICK-OFF STREAMLINED 'NEW LOOK'

This is "Classified Information"—Confidential to readers of MOTORACING only! . . . A special 10% discount is yours in either or both of the next two issues if you join us in our Fall Carnival of Want Ads by placing your own Classified Ad.

Our "Want Ad Carnival" is timed to kick-off a streamlined "New Look" to our Classified Ad section in the next issue.

So, if you want to buy, sell, swap, offer or

seek a service, hunt a job or hire or go bargain hunting—join us next issue in the Market Place of the Readers, but do it today.

We think you will like the professional new appearance to the classified ad page, expertly designed to maximize effective results. It's for you, and the Publishers of MOTORACING invite you to take advantage of the 10% discount and be among the first to join in our Carnival of Want Ads.

And let us introduce JOYCE to you—the new

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Fill in the "Write Your Own Want Ad" coupon on today's classified page or mention this story to get your bonus discount.

Now turn to the classified ads on the inside back page for rates and other information. And hurry. JOYCE is waiting to hear from you.



Racing Pot-Wow

By Maury Powell

HERE'S SCOOP ON U.S. GROUP TO WORK WITH FIA

UNLESS the announcement breaks from Paris between the time this is written and MOTORACING reaches you, we can furnish you—exclusively—with the names of the chaps who'll reign as America's cooperating group with the FIA.

First off, the outfit will be titled Automobile Competition Committee of the United States.

Secondly, the members: Charles Moran, chairman; Briggs Cunningham, Harley Earl, George Rand, William (Bill) Tuthill.

Moran has been in Paris completing details anent the FIA charter and ironing out a myriad other details. He's slated to remain there for two or three more weeks on the project.

ACCUS's first official work was in connection with MG's record trial runs at Bonneville Salt Flats. Tuthill, who runs the Museum of Speed in Daytona Beach, Fla., and boasts a long background in racing in 'most every capacity, was acting as ACCUS observer.

The veteran Art Pillsbury of Beverly Hills was chief steward supervising for USAC, he having been the Big Wheel at the salt beds for nigh onto 30 years.

Tuthill appears to be the lone concession to America's huge segment of professional auto racing. Known to be the power behind the scenes who put Bill France and NASCAR on the map nearly a decade ago, Tuthill recently has served on the USAC eastern competition board. He's also a member of the FIM, motorcycle racing's FIA counterpart, to which post he was appointed last April.

Earl is, of course, General Motors' top stylist. Unless we're mistaken, he won't be too active, but may cast the deciding vote if and when the other four lock nerfing bars.

Moran and Rand Are SCCA Nabobs

Moran, who hails from Rye, N. Y., and Rand, of Oyster Bay, N. Y., are steeped in SCCA politics up to their cam lobes, which doesn't augur well for the CSCC and similar independent groups.

Cunningham, once America's top "white hope" builder against European sports car moguls, needs little delineation here. His background is considered quite solid and his appointment to the committee was a stroke of genius. The Florida wonder boy is now with Jaguar sales of North America operating out of New York.

It is known that Pillsbury could have had a committee seat. He spurned it saying that the Mobilgas Economy Run and the Bonneville Salt Flat runs were about as involved as he wanted to get. The City Engineer who decades ago laid out fabled Beverly Hills, Pillsbury is "loaded" and advancing in years.

Moran was tabbed in his place by America's racing grand-pap, Col. Art Herrington, who still wields a big stick in the game.

Possibly the outfit which will be unhappiest with the quintet is NASCAR, top U.S. stock car racing governing body operating out of Daytona Beach. Prexy France was hopeful that a NASCAR wheel would be given a seat on the board, but all he got was a board on the seat.

Kreisel Expands Out Culver Way

Irv Kreisel of Continental Car Imports in Culver City announces acquisition of 150x175 ft. space adjoining his property, the expansion to accommodate his used car and service departments. Able Chris Porter handles the latter... First meeting of the Madison Avenue Chowder and Sports Car Society, L. A. region, was so-so at the Grand Prix. Chow was topnotch, but the festivities rather dull, particularly for a curtain-raiser. Jim Matthews and other club wheels need to line up some truly interesting people and/or stunts.

AT SPEED—Lambretta rumored crashing the micro market licensed by Goggomobil; Vespa and Fiat already in production... Devin to unveil new streamlined roadster body for VW, with do-it-yourself kit, too. With nearly 60 units-sales-per-dealer average, VW tops imported auto field... Mercedes-Benz servicing to be taught at Studebaker-Packard schools in Los Angeles, South Bend, New York and Chicago, and S-P dealers will stock M-B parts... Holley Carburetors, Van Dyke, Mich., is licensed to produce a new type fuel injection developed by Lucas of England and first used on the Le Mans enduro winning Jaguar toolled by Ivor Bueb and Ron Flockhart. It is of the timed, intermittent flow, shuttle piston type.

Safety inspectors would do well to check that new L. A. 1/4-mile track where rocks and clods have resulted in many injuries, and other mishaps seem to be occurring with monotonous regularity... Riders refused to mount their cycles there Aug. 16 and the meet was cancelled... A phony release to the Los Angeles papers placed the blame on a "horse left running!" Curtis Turner, one of NASCAR's hot dogs, is perved at a \$50 fine for rough driving and indicated he would pull out soon. He will be joined by Paul Goldsmith, another NASCAR ace who was a former motorbike flash, plus three Detroit businessmen, and promote USAC Indy-type and stock car races at the Packard proving grounds near Detroit... It is known that Smokey Yunick, Daytona Beach mechanical whiz, is building an Indy mount for Goldsmith for 1958.

Taylor Takes Off for USAC Events

Bill Taylor, amiable Mobilgas racing rep, left his Temple City, Calif., home to work eight major USAC events in the East and Midwest within the next several weeks... The BMW 502 won Germany's Weisbaden Rallye, a 2000-mile event that cruises through Germany, Yugoslavia, Austria and Luxembourg, with Hans von Seidlitz and Joachim Hahn driving... Thor Jansson, Volvo, won Sweden's Rallye of the Midnight Sun overall and Class II laurels... British Vauxhall soon to be sold through 3972 Pontiac dealers for about \$2000 delivered; no tab yet on German Opel Rekord which 3576 Buick dealers will handle.

If sports cars are merely a fad, as some claim, why is GM really getting its feet wet?

MOTORACING

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Gus V. Vignola, Editor
Maury Powell, Managing Editor
Bill Harmer, Advertising
June Vignola, Circulation
Joyce Barnard, Classified Ads
Art Loring, Jim Mourning, Gail Ann Holden, Myra Jones, W. Robert Nitske, Henry N. Manney III, Flavio St. Germain, Jules Delancy, John Foster, Tom Wilson

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LETTERS

to the Editor

CAL CLUB HIKES ADMISSION
Members of our club went to the Pomona Road Races on July 27th and 28th and were a little put out by the way things were handled this time.

They had two different prices on the two days of racing. On Saturday, it was the standard \$2, and on Sunday when we arrived at the gate it had been boosted up to \$3 per person.

All gates, including the pit gate, weren't even manned by ticket sellers, which never before happened at a Cal Club race. I don't know who was responsible for this, but it caused a traffic pile-up which could have been hazardous.

Some people travel a considerable distance to attend sport car races and I don't think it is fair to keep them waiting in line for so long and to hike up the price of admission at the last minute. If they intend to raise prices, they should publicize it so people aren't caught off guard. If the prices are continually going up, there are a lot of people who would like to attend races that won't be able to make it on their limited funds. I think it is unfair to the veteran race fans, who have faithfully supported the sport while it grew up.

We thought you could find out why it was so fouled up at Pomona. Mr. and Mrs. Benjamin, San Diego, Calif.

MORE SURPRISED AT \$3 TAB
I attended the races at Pomona on Sunday, July 28th, and was surprised to find the admittance fee was \$3. It was estimated that 15,000 fans attended here on Sunday. How long do they expect to get a good crowd for that price? In January, I believed they charged \$2, which, in my opinion, is enough. Don't you agree?

Seeing that I'm able to attend only the local events, I enjoy reading your splendid account of other races throughout the country. Reading your coverage of the big European races also proves to be very interesting.

How many times is Ken Miles going to be banned? The way everyone takes an apparent dislike toward his actions on the track, as well as off, I should think he would eventually be kicked out of events in the U. S. Of course, if he was kicked out you would have to fill those two columns you reserve for your dislikes concerning Mr. Miles with something else.

I certainly hope you keep up the good work, and that circulation, as well as the contents will grow even greater than it has.

Howard B. Banta, San Gabriel, Calif.

THROUGH WITH CSCC
I can understand why you guys pour it on the Cal Club. Raising the admission fee at Pomona to \$3 without telling anyone about it, is the foulest thing ever pulled on the sports car public. I have seen my last CSCC races.

Harry L. Silbertson, Los Angeles 1

NO WARNING GIVEN
Why didn't your paper warn the public that the CSCC was raising the price from \$2 to \$3 for the recent Pomona races? We didn't know about it until we saw the sign at the races—and we turned back. When you called them "Pharaohs" you hit it right on the head!

Edgar R. Husted, Santa Monica, Calif.

(ED. NOTE—The CSCC told nobody about the increase. An officer said: "We actually didn't think about it.")

MORE ON \$3 TAB
For cuteness you cannot beat the CSCC. That boost in the ante at Pomona (Continued on Page 10, Col. 1-2)

WE HAVE A NEW CARRERA COUPE

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Non-Resilient Liners Best Against Maximum Possible Blow

EDITOR'S NOTE—This is the third and last of a series of articles on the Comparative Impact Tests of Racing Crash Helmets conducted under sponsorship of the Snell Memorial Foundation, a trusteeship of the San Francisco Region, Sports Car Club of America.

BY GEORGE G. SNIVELY, M.D.

Director of Medicine, Sacramento County Hospital

NOW IN FURTHER discussion, it is perfectly well realized that there are several problems with any type of liner substance, and some of these problems are unique to the non-resilient type of substance. First of all, there is an optimum thickness to any substance, which must be established by weighing the degree of protection necessary against the comfort and convenience of size.

For example, there is no question but what a six-inch layer of any material would be better than a half-inch layer, but obviously this degree of increase of protection isn't desirable because it wouldn't work—it would mean a helmet impossible to wear.

With each substance the optimum thickness, then, must be established. With the non-resilient substance type of liner, there is some compression with a severe blow, against which the material does not recover, and all users of such a material must be educated to the fact that after a severe blow has occurred, the liner material must be considered expendable, and must be replaced.

DEFINITELY NOT A 'ONE-SHOT' DEAL

THE RESULTS OF THE TESTS INDICATE, HOWEVER, THAT EVEN AFTER A SERIES OF REPEATED BLOWS OF PROGRESSIVELY INCREASING SEVERITY THE NON-RESILIENT SUBSTANCE IN THE THREE HELMETS IN THE TEST, WHICH USED IT, GAVE GREATER PROTECTION THAN ANY OF THE OTHER HELMETS AFTER THEY HAD ONLY BEEN STRUCK ONCE!

This is the crux of the proper answer to those who argue that the stuff is a 'ONE-SHOT' deal. It very definitely is NOT!

So, although there is a lessening of efficiency, it is of a small enough degree that a person would be better off wearing a helmet that had been severely bashed, with a non-resilient liner, than a new helmet that had never been bashed, that didn't have a non-resilient liner in it.

PROTECTION AGAINST MAXIMUM POSSIBLE BLOW

The whole thing boils down to a matter of just what is one trying to protect against. If it is thought to be desirable and sufficient to protect against low energy blows, then just about any one of the helmets now on the market will do a satisfactory job and do a comfortable job.

If one is desirous—as I personally think proper—to protect against a maximum possible blow, that is to say, within the limits of survivability from other causes (by that I mean obviously eliminating the 150-mile-an-hour crash, from the results of which a man would die whether he had helmet on or not) and if you want maximum protection, then all of the data that I have been able to gather so far indicates that there is just nothing as good by a country mile as one of the non-resilient type of liners.

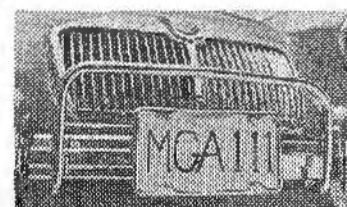
OTHER SUBSTANCES DUE TO BE DEVELOPED

I don't think it has to be foamed, polystyrene, such as the Taptex people use. I'm sure that there are going to be other substances developed that will be just as good and perhaps better, but that's the best thing we've found thus far, and I think a person is foolish not to take advantage of it.

Furthermore, as I'm sure you realize, my own feeling is that it has to be a little bit mandatory, or the useability of a helmet in a road race is going to be legislated right away from us, by the elimination of road races!

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8/23/57

Read Motoracing Regularly



Vignettes

By Gus V. Vignolle

LEARNING TO CHEAT EARLY... COMMENT ON KING'S OUSTER

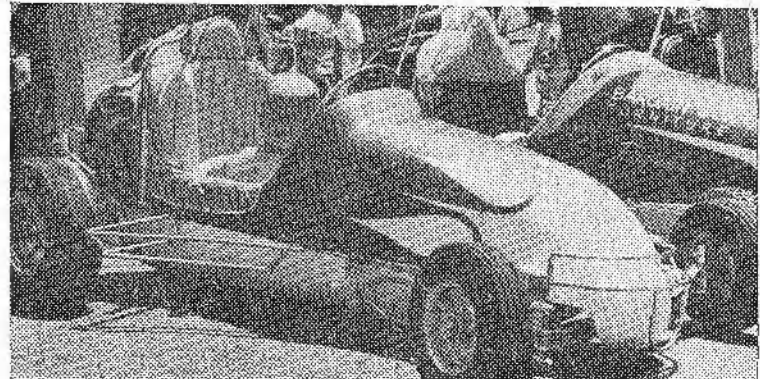
SOMETIMES YOU leap out of the sack with the rising of the sun. The birds are singing with a lusty vigor—even the bag-eyed canary.

After you finish skipping rope and punching the bag, you put away the dumb-bells and bar-bells, and you say to yourself, "Today I shall write something nice. Nobody gets pole-axed."

By that time the insufferable smog has set in beautifully, the nicotine and tar are gnawing at your lungs, and the diabolical telephone is driving you daffy.

Then you run into a story which again graphically shows how right Henry N. Manney III was when he said that in racing there are only two classes—the cheaters and the non-cheaters.

Yes, even among kids—little kids who are steering these quarter-midgets. Thank God, the idea of cheating does not originate



—Gene Simon

6-MONTH-OLD GERRY GERAGHTY Quarter-Midgets Spread Like Wildfire

with the children themselves. I have always agreed with Father Flannagan that there is no such thing as a bad boy.

Mostly, these kids are cheating at the insistence—yes, insistence—of either their parents, mechanics who prepare the cars, or other assorted roustabouts, flunkies and hangers-on. I have it on very good authority that the biggest offenders are the mechanics.

Cheating Helps Fill That Trophy Case

Here is the poop: At some of the quarter-midget tracks, such as Panorama City, after the qualify trials, the faster cars are placed in the back, the slower cars up front. At other tracks, they flip a coin to determine whether the faster cars start in front or in back.

Well, sir, the parents, mechanics and/or roustabouts and flunkies, thirsting to pack the trophy case, get the kids on the side and impart the following, which is truly great for building character:

"Now, take it easy in the qualifying. Keep your foot off of it. Stay back of the field. This will give you a slow time, and put you up in front for the big race. Then—and only then—you step on it. Those other ones, who had the fast time in the trials, will be in the rear and they'll never catch you."

The other night, a little girl had a time of 15 seconds in qualifying. A boy in a similar mount had a time of 9 seconds. The little girl was placed up front, the boy far back. Came the big race and the girl won with a time of 8 seconds—almost twice as fast as what she did in qualifying!

Yes, sir, we gotta build character—and we might as well start early with our children. Teach 'em to cheat real good, so when they get up to sports cars those production jobs will be about as stock as Fangio's 4.5 Maser!

The surge of these quarter midgets, by the way, is incredible. There are about 5000 of these cars from San Diego to Los Angeles alone. Manufacturers are unable to meet the demand. They can't produce enough helmets, belts and other accessories. Tracks are springing up all over the country. Crowds are booming.

Some of These Cars Should Be Slowed Up

And don't be surprised to see them regularly on TV on Sunday afternoons soon. They're a cinch to steal the audience from the jalepies.

Ages of the drivers range from 4 to 12, and there's a senior category from 12 to 16. The novices go in a stock class, and the regulars fly in hopped-up mounts that certainly boom faster than 25mph.

In fact, they're going TOO FAST. The other night, a car cracked up, bounced 8 FEET INTO THE AIR, slashing into the hay bales. They turned the car up, and the child was motionless. Then he opened his eyes and shook his head. He was racing again 15 minutes later.

That one—and many others—could have gone the other way. WARNING TO THE ADULTS—Please take time out from teaching kids how to cheat to SLOW THESE THINGS UP! Jeopardizing the lives of boys and girls from 4 to 16 is plain dynamite, and quarter midgets could do an el foldo faster than they started.

★

High Priests Give Grady King a Nice Shuffle

Somebody asked me: "What do you think of Grady King getting the boot as flag marshal?" Well, I'll tell you, George, here is what I think. Coming from the Long Beach MG Club, the action didn't surprise me. True, Sander and the Board were empowered to throw him out.

But it was a Kangaroo court. That is undeniable. King was not given a chance to speak out. Sander told him he was kaput on the spot—finished, pau.

Here's the inside story: King is a rugged, outspoken guy who fought and defended the men who made up the wonderful flag team that he had built.

The Long Beach Club for quite some time has been on the payroll of the Cal Club. For scoring and flag team services, the Cal Club pays the LB Club about \$300 per race.

King said that Sander told him Miles wanted him fired as flag marshal "or we don't use any of the flag team." That meant the Long Beach club would be out of job—off the Cal Club's payroll... no more \$300 coming in each race.

It boiled down to this: Grady King, member of the LB club

(Continued on Page 9, Cols. 3-4)

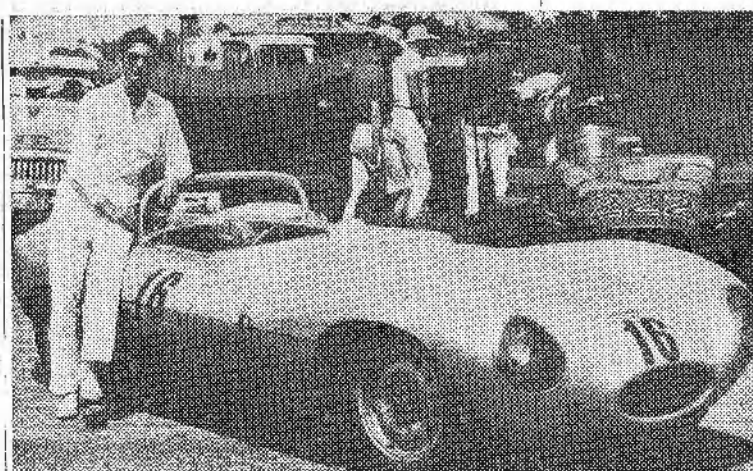
Road and Track Stages Concours

A strictly invitational Continental concours d'elegance is being staged by Road and Track Magazine on Sunday, Sept. 8, at the Pen and Quill Restaurant, Manhattan Beach.

Elaine Bond notes that it will likely be the first of its type adhering to European standards. No point system will be employed. Rather, entrants will drive up to the judges, present themselves and their cars along with their credentials, and drive on by.

Judges include Strother MacMinn, Charles Tillotson, Al Crundall, John Bartman and John Bond.

Judging and cocktails begin at 4 p.m. Dinner and dancing concludes the festivities. Proceeds benefit the Women's Sports Car Club.



Fred C. McPhearson

BOB STONEDALE, Houston, Tex., has entered his new Jaguar XK-SS in the sports car races to be held at Mansfield, La., Aug. 31-Sept. 1. The car was among the first to be imported to the U.S. Stonedale is RE for the San Jacinto Region, SCCA, Houston.

Hansgen Wins At Montgomery

MONTGOMERY, N.Y., Aug. 18—Walt Hansgen, in a D-Jag, won the main event at the New York Region, SCCA Montgomery, N.Y., sports car races here today.

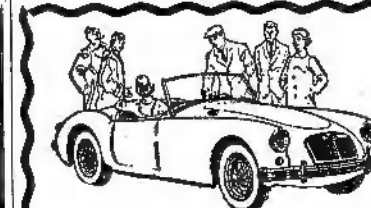
John Fitch, Maserati, came in second; John Kilborne, Ferrari 3.5, finished third; Paul O'Shea, Mercedes 300SL, fourth; and Denise McCluggage, Porsche RS, fifth.

IF YOU CAN'T WHIP THEM JOIN THEM! SAYS ERIC HAUSER WHO IS OFFERING A \$500 REWARD

to the reader who locates a sponsor willing to spend up to \$15,000 to purchase the components for a hybrid-Ferrari which could break lap records on any circuit in the world. Have plan to put investment on a tax-deductible basis.

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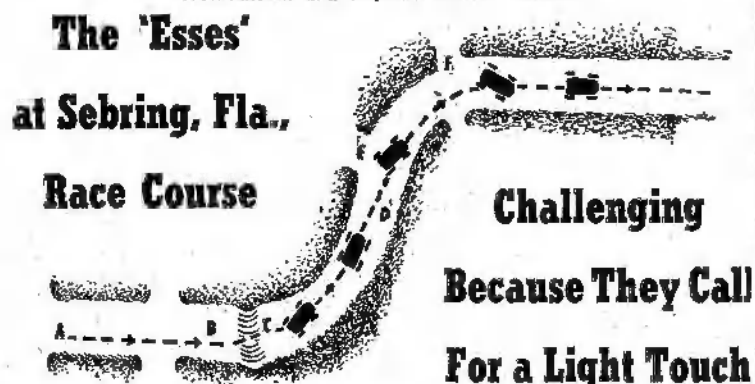
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MY FAVORITE CORNER

By ROY JACKSON-MOORE
Well-Known and Popular British Driver



Of the various corners through which I have driven, I thing the one I most enjoy is a turn known as the "Esses" at the Sebring 12-Hour Grand Prix in Florida.

The Esses are the first series of turns on the road part of the course and are the fourth corner after the start-finish line. They comprise a left turn, wide enough for one car, immediately followed by a right turn of much larger radius. The first part of the turn is marked by hay bales and it is not possible to overtake until the first part of the right-hand, or second bend, has been completed.

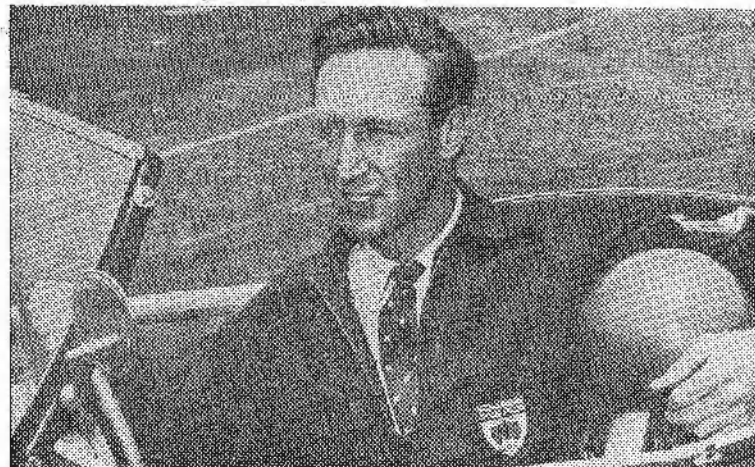
The approach to the Esses is along a straight piece of tarmac road and in a car capable of a reasonable speed, in top gear. It is important that the corner be entered properly if one is to have a comfortable ride through. If the braking is left too late as the approach speed is too high, it is almost impossible to correct at the last minute. The road narrows to a bump, over which

line to point E. Approaching point E, full throttle is gently applied and the car is brought out of its drift, immediately being headed into the second part of the corner.

JUDGMENT REQUIRED

There is nothing very spectacular about the Esses, but it is very satisfying to establish a good pattern which does not punish the car or waste time. I think the reason the Esses are particularly interesting is because a degree of judgment is required, the road is narrow and there is a great difference in the way the car handles as the weight of fuel decreases. With some cars the fastest time can be made with about half a tank of gas, as the car does not tend to oversteer.

The two places where diffi-



ROY JACKSON-MOORE

—Lester Nehamkin

the car becomes airborne, followed by a few feet of rough road which quickly breaks up after the first few laps.

70 M.P.H. SPEED

If braking is started at point A and third gear picked up fairly soon, with a sufficient amount of braking point B is reached at about 70mph. A gentle touch on the brakes and the car is headed slightly to the left. It will become airborne passing over the bump between B and C. At point C the car should be in the middle of the road and full throttle applied. Braking between point B and C should be avoided as this is where the road breaks up.

From here, the right-hand bend is taken on the inside, and when point F is reached, top gear can be collected as the car is airborne passing over a hump in the road. This fast bend is taken on full throttle as the bend diminishes and ends in a ¼-mile straight before the hair-pin bend.

Shortly after full throttle is applied at point C, the back of the car will tend to drift to the right. As soon as this happens, the throttle is eased back to about half and the car headed to point D. As the speed increases the car will continue its drift to the right, following a

culty may be encountered are points C and E. At point C, if the car is too far to the right, over-correction will cause the car to spin or if the correction is applied too late, the car will slide into the hay bales. At point D, if the car is headed into the right-hand bend too quickly, it will generally go off the course at point E. It is quite safe at this point but much time will be lost.

The Esses are challenging because a light touch is called for and it is a pleasant change after the very forgiving corners on the airfield side of the circuit.

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Krause, Cantrell Enter Pro Races

D-Jag pilot Bill Krause and Offy-Specialist Bill Cantrell are early entries for the Triple-R Sept. 28-29 Willow Springs pro road races.

Other big-bore entries include Bob Murphy, Olds-Spec.; Don Driscoll, Buick-Spec.; E. Miller, Grand Prix Spec.; Dean Green, Merc-Spec.

Sedan ranks are rapidly filling up with the addition of new entries in both the under and over 1300cc classes and early indications point to an unusually heavy entry in this division, according to "Doc" Hoppe, Triple-R officer.

RALLIES

AUGUST

- 24-Paramount SCSCC Rallye.
 - 24-Glendale FCCA Hare-and-Hounds Rallye III.
 - 24-Phoenix FCCA Grand Canyon Rallye.
 - 24-King's Hiway Motor Club Rallye of Champions, Hayward Airport, 9:30 p. m.
 - 24-Foothill Foreign Car Club Pajama Rallye, Hansen Dam, between Glenoaks and Foothill Blvds., 4 p. m.
 - 24-Pacific SCC Rallye de Wheeler Bounce IV, South Bay Bowling Center, 1515 S. Hawthorne Blvd., 6 p. m.
 - 25-Northrop Sports Car Club Pot Luck Rallye, Plant IV, 9 a. m.
 - 28-1-Leige-Rome-Leige Rallye, Belgium.
 - 31-Republic Motor Sports Club Saturday Nite Beach Rallye.
- ### SEPTEMBER
- 6-8-New York SCCA Rip Van Winkle Rallye.
 - 7-HEASCC Don Diablo Poker Rallye, Mayfair Market, Sepulveda and Jefferson, Culver City, 7:30 p. m.
 - 7-8-FCCA SFV Rallye Championship.
 - 19-22-Colorado SCCA Fifth Annual National Continental Divide Rallye, Estes Park, Colo.
 - 21-22-Chicago SCCA Michigan Miglia.
 - 28-Paramount SCSCC Rallye.

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VON NEUMANN, MILES POINT LEADERS

John von Neumann, with 39 points, leads the point standings in the over-1500 modified class for races held on the Pacific Coast, Salt Lake and Hawaii thus far this year. The under-1500 modified leader is Ken Miles, 83 points.

Bob Oker tops the over-1500 production list with 51, while E. Forbes-Robinson is the under-1500 production leader with 44.

Races include 2 at Pomona and Paramount, Palm Springs, Santa Barbara, San Diego, Hawaii, Salt Lake, Santa Rosa and Cotati. Points are given for both days of racing for the 1st 6 places on basis of 6-5-4-3-2-1.

Ten leaders in each class:

MODIFIED OVER 1500cc	
1. John von Neumann	39
2. Chuck Daugh	36
3. Eric Hauser	32
4. Ricnie Ginther	28
5. Bob Drake	28
6. Pearce Woods	25
7. Carroll Shelby	25
8. Phil Hill	20
9. Jerry Austin	19
10. Bob Oker	18
MODIFIED UNDER 1500cc	
1. Ken Miles	83
2. Sam Weiss	49
3. Bob Drake	41
4. Frank Monise	39
5. Jean Kunstle	26
6. Ignacio Lozano	22
7. Jim Hughes	17

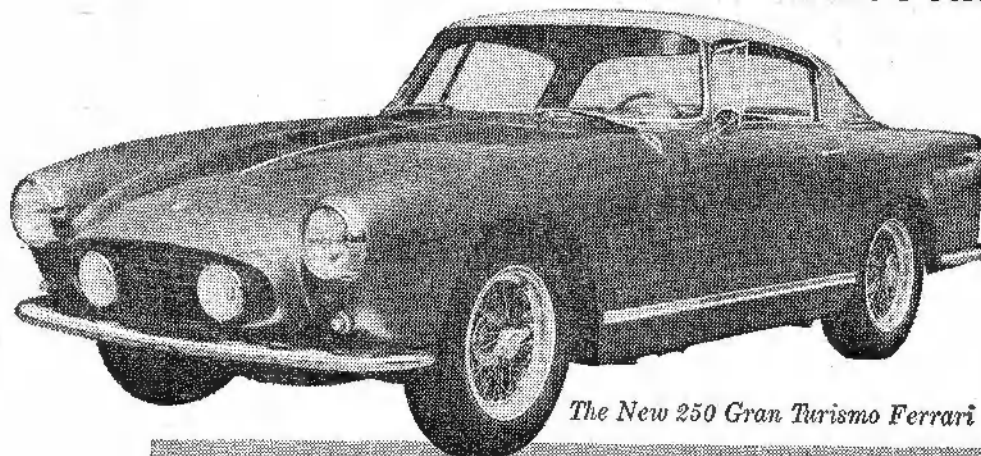
8. Jack McAfee	15
9. Roy Jackson-Moore	11
10. Doug Snow	11
PRODUCTION OVER 1500cc	
1. Bob Oker	51
2. Jack Bates	42
3. Jim Parkinson	33
4. Gordon Crowder	30
5. Ron Ellico	26
6. Larry Clark	24
7. Lak Von Kaesborg	22
8. Bill Dixon	22
9. Bill Love	20
10. George Spears	20
PRODUCTION UNDER 1500cc	
1. E. Forbes-Robinson	44
2. Gary Nelson	34
3. Jimmy Moore	28
4. Lew Bracker	25
5. Willie West	19
6. Ed Barker	17
7. Bob Brigham	15
8. Walt Garlick	14
9. Jay Hills	13
10. Frank Aldhous	12

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Ferrari

scores triple victory at
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1st, 2nd, 3rd, 4th, and 5th places in 12-hour Race—O. Gendebien of Belgium 1st; Phil Hill of Los Angeles 2nd; both in 250 Gran Turismo Ferraris.

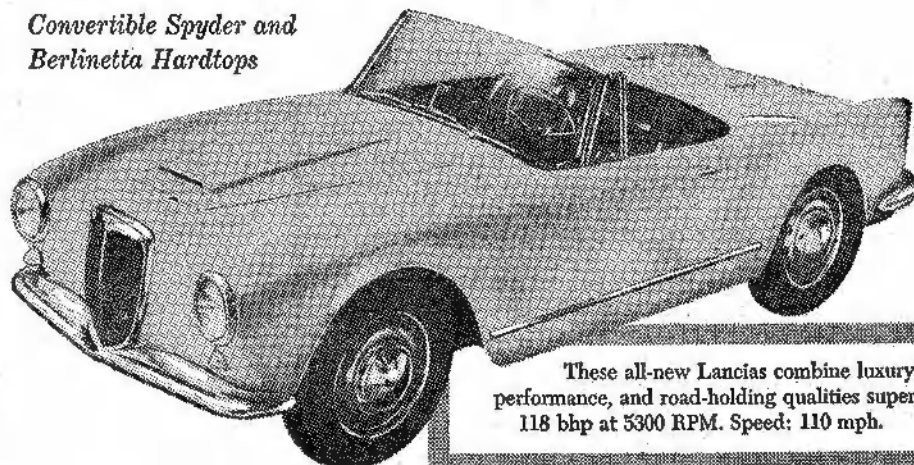
1st Place in under 1500cc Class—

Formula II Ferrari driven by M. Trintignant of France.

1st Place in 2500cc Class—Formula I Ferrari driven by L. Musso of Italy.

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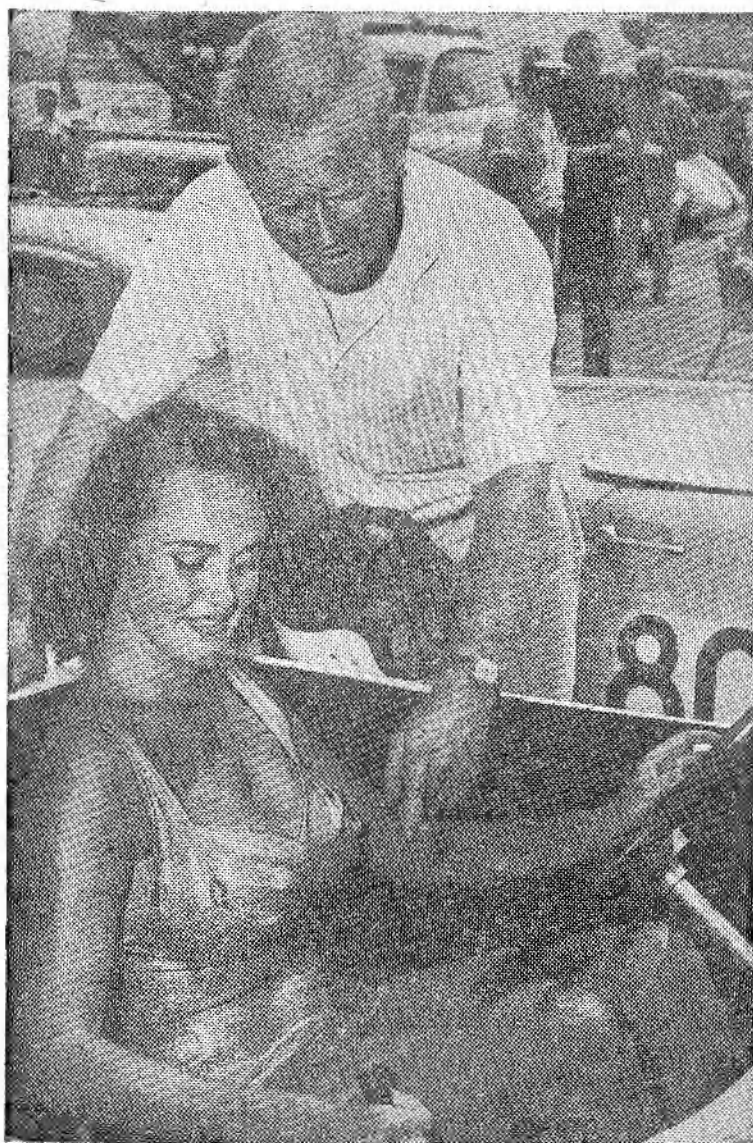
—Lester Nehamkin

CHUCK PORTER, second from left, receives handsome trophy from pretty Jeanne Baird, film and TV actress, for win of his Buick-powered Mercedes Special in Blarney Castle Concours d'Elegance. Car was winner in over-1500cc race car class. At left is E. Forbes-Robinson, who turned in top job as coordinator.



—Vignolle & Powell

AT SANTA ROSA RACES, two pilots ran into trouble and Elmer Votto, center, of S.F. Region of SCCA, came to the rescue each time. Fan went through radiator of Strother Jones' Jag, right, and Votto came through with his from car at left. Then right rear brake drum on Cozzi Spl. (Jag), driven by N. A. Bourgeault, went out, and again Votto had the one taken off his car and loaned it out. Working on Votto's car at left is Jones, while at right is William E. Crichton, Jr.



—Lester Nehamkin

CHUCK DAIGH, popular driver of the T-Bird-powered Troutman-Barnes Special, finds it interesting telling this doll where the gear shift is located. Isabelle (41) Rye helped adorn the scenery at the recent Pomona sports car road races.



Bill Harmer

"When Will You Learn to Keep that Foreign Car Away from American Bars?"



MASTEN GREGORY, well-known to Southland racing fans, works on his car at recent race meet. Last Sunday he took 4th in the Pescara Grand Prix. He drove a Maser.

NEW MARKS

(Continued from Page 1)

final six-hour average was 132.13. The old Class G records were 119.44 and 123.88, respectively.

FIA must review the timings before they become official. Four more world marks set today were: 131.89 for 200 miles; 132.39 for 500 kilometers; 131.32 for 500 miles; and 131.84 for 1000 kilometers.

Alfa Romeo had held all the previous marks.

Here last Tuesday Hill and Ash teamed up for three world and 50 American record clockings in a 12-hour grind. It was 32 of the latter which were sliced today Tuesday's were set with an unblown engine rated at 60hp compared to 75hp for the blown power plant used today.

Preparations were in the hopper for Stirling Moss of Britain to slash the world's Class F record of 204.2 for the running mile Aug. 21 in EX181, a 1500cc job.

CALENDAR

AUGUST

- 23—Porsche Owners' Club Autoslalom, Rose Bowl Parking Lot, 9 a. m.
 - 26-1—National Speed Trials, Utah.
 - 31-1—CSCC Santa Barbara Sports Car Road Races, Goleta Airport.
 - 31-1—San Francisco Region SCCA Lou Brero Memorial Races, Arcata.
- ### SEPTEMBER
- 1-2—New England SCCA National Championship Races, Thompson, Conn.
 - 7-8—Chicago SCCA "500," Elkhart Lake, Wisc.
 - 8—Continental Concourse d'Elegance, Road and Track, WSCC, Pen & Quill Restaurant, Manhattan Beach, 4 p. m.
 - 14-15—Neokla Region SCCA Sports Car Races, Stillwater, Okla.
 - 15—International Motor Sports Show Concourse d'Elegance, Gardena Stadium, 4 to 9:30 p. m.
 - 19-20—Frankfurt Auto Show, Germany.
 - 21-22—San Francisco SCCA C o b b Mountain Hill Climb.
 - 28-29—RRR Pro Road Races, Willow Springs.
 - 31-1—Red River Region SCCA, Mansfield, La.

SEND YOUR PHOTOS TO MOTORACING

Space permitting, Page 5 of MOTORACING hereafter will be a Picture Page.

And photographs from readers will be welcome. For each photo that is printed, you will receive a one-year subscription to MOTORACING.

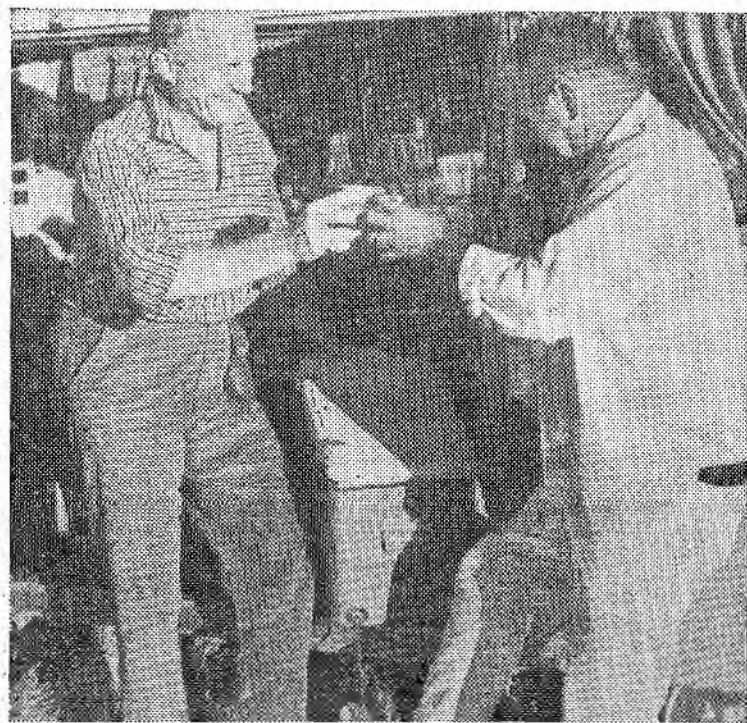
Send complete information for caption, identifying persons, cars, locale and date; also details of exposure, film, etc. Photos will NOT be returned, unless accompanied by stamped, self-addressed envelope.

Here is a chance for all you amateur photographers to get your pictures into print. Send them to the Editor, MOTORACING, 725 No. Western Ave., Los Angeles 29, Calif.



—Vignolle & Powell

DURING HIS hectic duel with Jerry Austin, Corvette, Ron Ellico, in a Mercedes-Benz 300SL, cuts across part of infield area after leaving the course going into turn 3. Austin beat him on Saturday, but Ellico was a narrow winner the next day.



—Vignolle & Powell

TED ROTHERMEL, famed Barefoot Boy from Belmont (Calif.), cools his feet with ice water as George Cary tips cooler at Santa Rosa races recently. Rothermel, one of most experienced road race officials on the West Coast, may assist Cary in the staging of road races. Rothermel always operates sans brogans.



—Vignolle & Powell

BOUGHT IN Italy recently by Marion Weber is this Fiat Multipla 600 bus which she uses for her sports car accessories firm in South San Gabriel. It's an attention-getter.



—Woods & Landon

AMONG ENTRIES in Over the Hill Rallye was this Porsche, shown rolling through a creek along the 232-mile route. Driver is Dick Anderson, and the navigator Steve Abeles.



San Francisco Newsletter

• Dear Gus

By Tom Wilson

6-HOUR RACE REALLY SAFE... AWAKENING AT WESTPORT

DEAR GUS:

Where did you pick up those corny jokes that you credited to Frank Rhode and yours truly? Life is tough enough, but please don't make it tougher. The gang up here thinks we are wacky now—don't confirm the fact. We don't want to steal Nehemiah's thunder—give him credit for his own stories. Don't forget, we can still work on that breakfast gag—I'll bet the old road-tester is working that one to death.

ROAD RACING DANGEROUS?

Give a look at the following figures and then tell me why you would prefer to drive a 6-hour road race in preference to an equal drive on a mountain highway. These are the statistics of the Cotati 6-hour enduro that was run without a single accident or injury to anyone on or about the course. (Correction—Joe Playan's contact lenses became fouled up and he was relieved by John Barneson. Clark McCartney fell out of the scorers' pagoda and landed on Betty McLean, which proved that the safest deal on the course was driving a race car.) The drivers were all senior drivers; the course was 1.9 miles with 5 major turns—3 were 180-degree and 2 were 90-degree.

Cars started—43
Cars finished—25
Winner's average—71mph
Slowest average 57mph
Winning distance—425.6 miles
Total distance all cars—10,760 miles

Notes: No specials finished. There were two fires—a Ferrari Mondial with a leaky gas tank cap was ignited by the exhaust. A Porsche Carrera broke the glass filter bowl and blazed. Both cars were undamaged but they would have been a total loss on the highway. These are two more deals for the safety inspectors to check. Another car broke a gas line and filled up the belly pan with gasoline but did not ignite—a duplicate of Lou Brero's Hawaii accident. A belly pan has no place on a sports car; they usually come loose and also trap leaking gas and oil. We expect to see them outlawed soon, except at Bonneville.

★ LAGUNA SECA—AND HOW ARE YOU?

Well, Gus, the Army finally signed up for the Laguna Seca course. (Please do not call it Fort Ord—I have memories of that place). The Army got a

piece of the gate and other whereabouts. Now the question is—can the course be built before Nov. 9-10 when the SF Region has a National race scheduled? With the surveying to be done and the threat of rain from here on in, it will be a close finish. But that is par for the course on all new race courses. Three big races in three weeks should attract some of those eastern drivers—Palm Springs National, Nov. 2-3; Laguna Seca National, Nov. 9-10, and Riverside Raceway, Nov. 16-17.

★ HONOR & VIRTUE WILL PREVAIL

SCCA National is polling members concerning a change in the method of electing National officers. A delegate would be elected in each of the 72 regions and they would form a board of governors to select the National officers and also rule on matters of policy. If this deal goes through, the Chicago Region can be thanked. An unknown and unsung hero from that region practically disrupted the meeting last August when he suggested this radical idea. He was ruled out of order but he had sowed the seeds of dissension, and THE WHEEL of the SF Region and later Motoracing picked it up and did some agitating on the side.

The pressure must be terrific by now, or else Westport is getting soft. Regardless, credit should be given to the Westport wheels because they are actually feeling the pulse of the lay members and modernizing the organization.

First they softened "The Bite" and now they are giving the 57 other regions a vote. This could be called the second Emancipation Proclamation with "Old Massa Jim" freeing the Enthusiasts south of the Mason-Dixon line and west of the Mississippi. We may have to lay off those guys and get our excitement from the local pool hall.

It may be a coincidence but all of these reforms were first plugged in the SF Region bulletin, THE WHEEL, which is now defunct because it plugged when it should have played dead, as all good regional bulletins usually do.

No, Gus, that deal does not concern breakfast at The Flamingo, but hold it up until you hear from me.

With best regards,
tom wilson

HULETTE TOPS RRTA TRIALS

Don Hulette, Jag Special, with 1:44.2, turned in the fastest time at the Road Race Training Assn. Speed Trials at the Hour Glass Field, San Diego, Aug. 4. Course measures 1.8 miles.

Class winners were: C Mod. Novice, J. R. Sharp, Corvette, 1:49; C Stock Novice, W. Atkins, Mercedes 300SL, 1:53.6; D Stock Novice, Vaughn Isom, Austin-Healey, 2:01.8; E Stock Novice, Gene Leasure, TR-2, 2:01.4; F Mod. Novice, Louis O'Brien, MG TC Spec., 2:02.6; F Stock Novice, David F. McGrath, Porsche Speedster, 1:55.4; G Stock Novice, Jeff Jahns, MG TC, 2:09; Women Novice over 1600cc, Norma Knight, TR-3, 2:12; Women Novice under 1600cc, Joan Hirsh, Volvo

Rdstr., 2:11.4; Sedans, Novice under 1600cc, Reg. Wilson, Volvo Sedan, 2:04.6; C Mod. Senior, Don Hulette, Jag Spec., 1:44.2; E Stock Senior, D. F. McQuilken, Arnolt-Bristol, 1:58.6; F Stock Senior, D. D. Michelmore, Porsche Speedster, 1:58.4; G Mod. Senior, John Biehl, Cooper, 2:05.6; G Stock Senior, Klaus F. J. Bythiner, Alfa Romeo Spyder, 2:05.4; Sedans Senior, Ron Pearson, Volvo Sedan, 2:07.

RRTA's next event is scheduled for Oct. 6.

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Grady King Fired

(Continued from Page 1)

King was not permitted to present his side of the matter, Sander said: "Mr. King could not have contributed anything that would have helped the board reach its decision."

CITES COOPERATION

He added: "The Long Beach MG Club and the CSCC have a long history of successful and congenial cooperation. The association has been mutually beneficial and we of the Long Beach MG Club would hesitate to needlessly jeopardize it. The removal of the flag marshal did not come about because of an 'incident' nor was it a snap decision. We have had a continuing problem for a year and a half during which time an increasing number of people found it most difficult to work with the former marshal."

King said he was fired because of "personality clashes" involving him and certain race officials.

The clashes, Sander stated, ranged from communication workers to the president.

DRIVERS REPORTED

King, on the other hand, explained the real reason for his ouster was that he and his men dared to report several CSCC name drivers for infractions. He mentioned three names—Frank Monise, John von Neumann and Ken Miles.

"The Cal Club did not like this and let me know about it," King said. "But whenever we reported the 'little drivers,' action was quickly taken and they were set down forthwith."

King said Miles had been protested at least four times for not slowing down on the yellow flag, the last time during an accident when an MG overturned on turn 5 at Paramount. "He also would

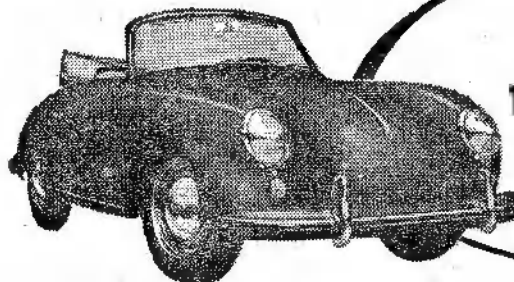


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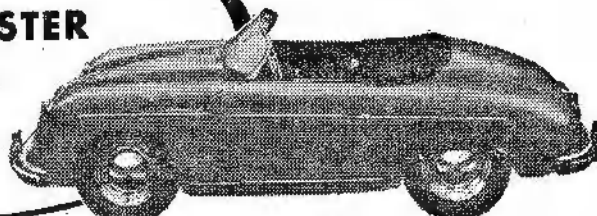
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Gardena Track Fights Closing Down Order

Gardena Stadium has filed suit for an injunction restraining the Gardena city council from closing it down as of Sept. 23, according to spokesmen for the ¼-mile track. Near-by home owners protested the track had twice exceeded its 10:30 p.m. curfew.

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VW Micro Bus Ideal for Trips

BY GUS V. VIGNOLLE

It is no wonder that you see so many of those Volkswagen Micro buses on the nation's highways and byways these days.

Even at the sports car races, their number is reaching fleet proportions.

The reason is simple and elementary—they are hard to beat.

Strictly in terms of Volkswagen and for the moment forgetting the bus itself, Tom McCahill wasn't far off when he wrote:

"... Not since reports of Marlene Dietrich's transparent gown has anything with a German accent fired the imagination or become more popular overnight with the American public than the Volkswagen."

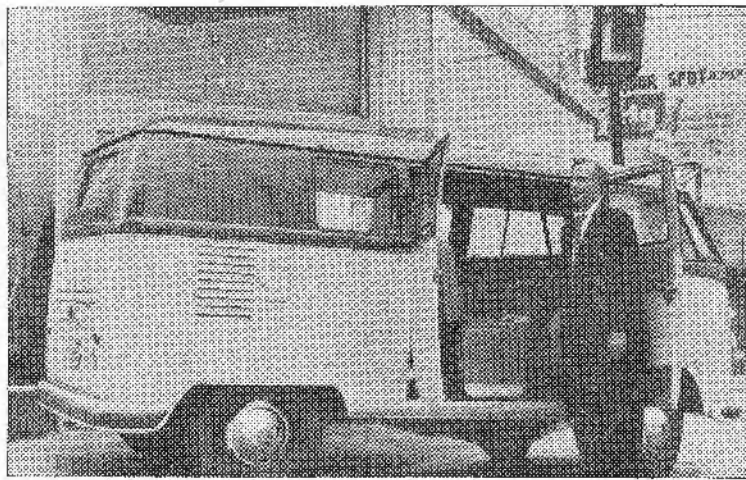
FROM UNIVERSAL MOTORS

So how about trying out one of these fabulous VW Micro buses?

Amiable E. Wennermark, president of Universal Motors, Volkswagen-Porsche dealer out on South Crenshaw Blvd., offered us one for the weekend.

And what could be better than a trip down to colorful Ensenada in Baja, California, Mexico, and camping at nearby Estero Beach, stopping at hidden Guadalupe, the offbeat Russian colony, on the way back.

A terrific amount of space in back for the two children, with the navigator up front. Camping equipment, foodstuffs, fishing gear, cameras and even the portable typewriter (always have to be knocking out copy) were all loaded into the separate luggage compartment, well out of



—Vignolle & Powell

E. WENNERMARK, president of Universal Motors, VW-Porsche dealer, stands beside the commodious and economical Volkswagen Micro bus driven to Ensenada, Baja Calif., Mexico.

the passenger's way. Enough to hold about 16 average-size suitcases.

RIDES SOFTLY

Out the Harbor Freeway, through Santa Ana to the Pacific Coast Highway and south to San Diego, Tijuana and then a 70-mile trip through the mountains to Ensenada... cruising most of the way at 45mph. Powered by a 4-cylinder, 4-stroke, air-cooled rear engine, the bus rode softly every bit of the way.

It was a sheer delight rolling through the mountains, only occasionally having to shift into 2nd or 3rd. For a 36hp job, this was remarkable. The roomy interior provided ample boxing ring arena for the kids. And the

bright windows of safety glass gave full vision all around.

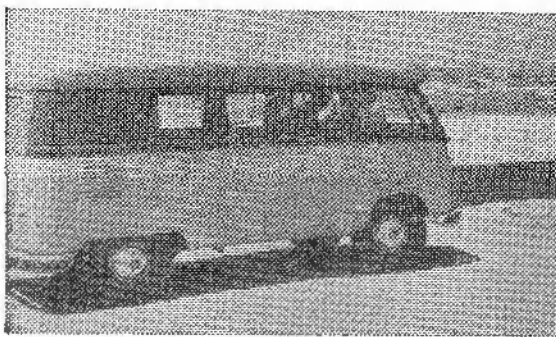
Cool all the way, too. An adjustable, roof-mounted ventilation system and outward-opening, pivoting and sliding windows, took care of the interior comfort.

CAMPING A SNAP

Camping at expansive Estero Beach was a snap. Room for part of the family to sleep in the bus, the rest in the tent adjacent to the VW.

The total trip covered 513 miles and we averaged 22 miles per gallon. Dollar for dollar, I don't see how you can beat the Volkswagen Micro bus for comfort and economy.

It is in a class by itself.



—Vignolle & Powell

AT LEFT is the VW Micro bus which can carry as many as 8 passengers against background of the bay at Ensenada. Other panel shows camping rig next to bus at Estero Beach.

Zany Pajama Rallye Planned for Aug. 24

Foothill Foreign Car Club stages its second annual Pajama Rallye, one of the zaniest sports car events, Saturday, Aug. 24. Starting place will be Hansen Dam Park on the Osborne St. side between Glenoaks and Foothill Blvd. First car goes at 4 p.m.

All contestants and checkers must wear pajamas, nightgowns or nightshirts. Conventionally clothed citizens will be ignored! Entry blanks may be obtained by telephoning Art Dobson, CH 9-9423.

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FLAG MARSHAL GETS BOOT

(Continued from Page 6)

barrel through when we were on the course cleaning up debris," King added.

An altercation involving a flagman and Monise at Paramount was termed by Sander "as another small link in a rather long chain."

King has refused to release to the club the list of flag team members. "I would have done it," he declared, "if I had been treated fairly and given a proper hearing."

SIX TO QUIT

The former flag marshal is known to have always fought vigorously for the welfare and protection of his men through setting up of hay bales as barricades and other measures.

Sander termed the matter of no concern whatsoever to anyone but Long Beach Club members.

King told MOTORACING: "I am through with sports car racing. I am leaving it up to the men to make their choice. I

could not have any association with petty and selfish people like Miles and Co. and the LB MG Club's Board of Governors. Miles has only two qualifications—he is a good driver and he is *** (censored). The Board of Governors are only blessed with one of the qualifications!"

FT. ORD TRACK

(Continued from Page 1)

acting as lessee. Terms call for staging of two races a year.

Gold reported \$60,000 already had been raised in pledges, with a \$10,000 cash advance coming in from SCRAM. More than \$80,000 will be needed to put the course in operation, according to estimates.

All profits from races, after expenses and amortization of capital investment, will go to charity. SCRAM is a non-profit organization.

Pressing the agreement through the Pentagon was Congressman Charles Teague.



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Or You Can't Buck (Buenos Aires) City Hall

By HENRY N. MANNEY, III
MOTORACING Staff Correspondent

ADENAU, Germany, Aug. 21—
"Age before beauty, dammit," grumbled bonus babies Mike Hawthorn and Peter Collins as reigning World Champion J. M. Fangio snuck by them with two laps to go in this year's recent German G. P., not only grabbing first money and just about sewing up the crown for another year, but proving conclusively that he is the greatest living racing driver.



Henry Manney III

The two unfortunates mentioned above finished second and third, respectively, in Ferraris, with teammate Musso some three minutes behind; Moss (Vanwall), Behra (Maser) and Schell (Maser) still on the same lap, and lucky to be there after the record had been broken 10 or 12 times.

After Fangio's runaway victory last year in a Ferrari on this dream course, which snakes 14 miles or so through the pine-forested Eifel mountains of Germany, there were not many thoughtful people who would have laid much loot against his repeating the mambo in a Maserati this year. However, Enzo Ferrari has not the reputation of being tremendously averse to a gamble, so he fielded Collins, nearly World Champion last year, Hawthorn, and Reims victor Luigi Musso.

Maserati, to back up their Argentinian ace, brought veterans Schell and Behra, and the international element was provided by the Vanwall team from Great Britain, with Tony Brooks, Lewis-Evans, and the ever-hopeful S. Moss. Rabbit's feet or no, theirs was a forlorn hope, as the undeniably fast Vanwalls just didn't stick well enough to win on this circuit.

PORSCHE VS. COOPERS

Completing the field were many private Maseratis and two works Porsches, which jostled with many Coopers in the Formula II race that ran concurrently. In the sports car race, which came off immediately before the seniors, things came out just about as one would expect, Seidel in a factory Ferrari coupe waxing several 300SLs at 78 mph, Carreras winning the Porsche class, and Alfa Veloces snaring theirs.

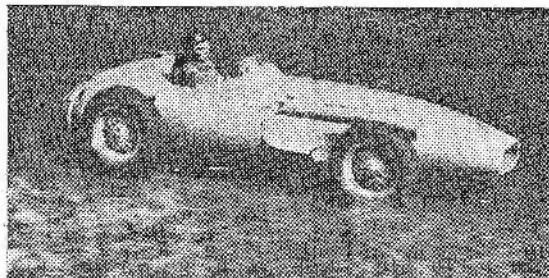
Some excitement was provided by an optimist in an Austin-Healey named Power, who not only looked well but went well and beat not only one Mercedes running but two others and a Ferrari which dnf.

At flagfall for the GP everybody got off with a rush and a roar and came elbowing through the Sudkurve, thrusting Hawthorn and Collins in the lead and the imperturbable Fangio right behind, followed up by buddy Behra and Moss' Vanwall. The two Limeys hippodromed out there for a couple of tours, making themselves as wide as possible, but on the third lap El Chueco got tired of breathing their particular brand of alky, lowered the lap record from 9'41.1" to 9'33.4" (88.4mph), and went on ahead for some fresh air.

Behra and Schell covered behind, at some distance from each other, but some way ahead of Musso, who had won in the flat country of Champagne but now was having to work for a living. After him, like three green anteaters, rushed the Vanwall team, followed by the potato-bug striped Maser of Mast-



—Photos by Henry N. Manney III
MY BUDDY!—Such could be the thought of World Champion Juan Manuel Fangio, center, after beating the other two in torrid German GP duel. Fangio is flanked by Peter Collins, left, who took second, and Mike Hawthorn, who was third.



ON 19TH LAP, Fangio (left) booms his big Maserati into Sudkurve (left panel), while other photo, one lap later, shows Fangio coming through same curve behind Hawthorn and Collins.

ten Gregory, who was having difficulty keeping out of the clutches of a swirling nebula comprising Salvadori's 1500 Cooper, the two Porsches of Barth and Maglioli, and Herrmann's tired white Maserati.

BEHRA COMES IN

Things stayed pretty much like this until halfway, the customers being kept happy by the many races-within-races and by Fangio's repeated cracking of the lap record. However, much comment was excited when Behra shot into the pits for fuel and new back tires; the strategy of starting a race on light tanks on such a twisty circuit is nothing new, but was Maserati so short on the out-of-production Pirelli racing tires that they were forced to use half-worn practice skins? Pirellis are known to be softer than Ferrari's Engelberts, and the Maranello cars showed no signs of stopping, but surely the Masers, especially with half tanks, were not scrubbing that much?

Perhaps it was just Behra . . . no, a lap or so later Fangio swirled by into the lead, picking up almost a minute with 10 laps to go. In the middle of all the excitement Roy Salvadori, who had been hanging on to the lead of the Formula II, broke his back axle and let Barth's Porsche RS in front. The Spaniard Godia, who had finally been skunked by Bruce Halford's privateer Maserati, came to a shuddering halt, and Lewis-Evans' Vanwall, the speaker solemnly announced, had "von der strecke ausgefallen" and had dented both ends.

EL VIEJO MOVES

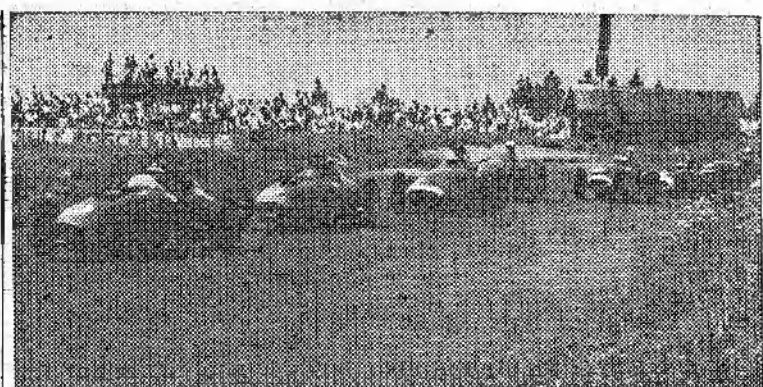
Schell made the same pitstop as his two teammates, thus putting him way back, but mean-

while the Old Man was piling on the coal in an effort to get in sight of the two young Englishmen, who were waking the dead with their megaphoned V8s down past the grandstands, skating precariously through the South Curve, and fleeing through the forest, glancing fearfully over their shoulders for the Thing From Outer Modena.

By the 16th lap he had whittled their lead down to 32 sec. by sheer skill on the twists and turns, as the six-holer wasn't much faster on the straight. On the 17th tour he broke the record again . . . 9'28.5" this time; on the 18th, 9'25.3", and the usually stolid Herrenvolk were jumping up and down and spilling each other's beer and screaming; as Hawthorn and Collins were exiting from the keyhole-shaped South Curve, Fangio was entering in a massive drift . . . 13 seconds lead and three laps to go. Could they hold him?

Races have been won on a lot less. As the progress of the leaders was reported on the speakers and on the giant illuminated scoreboard, the crowd grew progressively more hysterical . . . the telephones on the corners reported Jolly Juan as travelling in all directions at once at great velocity and all four tires practically on fire. Slowly the electric map came on at different corners . . . Karrussell, Brunnchen, Pfanzgarten, Schwalben-Schwanz; photographers crouched by the roadside and checked their equipment . . . Dottinger-Hohe, Tiergarten, . . . as one, the stands rose to their feet as the three red cars blasted past at peak rpm.

Hawthorn and Collins arrived



—Fred C. McPheerson

MIKE HAWTHORN, Ferrari, leads German GP on the first corner of the first lap. Following are Peter Collins, Ferrari; J. M. Fangio, Maserati; Jean Behra, Maserati; Stirling Moss, Vanwall; Luigi Musso, Ferrari; Stuart Lewis-Evans, Vanwall.

at the end of the pit straight with their eyes out on pods and Number One Maserati right in their pocket; half the Maserati personnel fell out of the pits staring, the little round Ferrari manager waved his flag madly, and an invalid racer made a quick pit stop only to find nobody would pay any attention to him. The frustrated announcer, throat raw, turned up the gain and shut 'em all up . . .

Fangio had just turned 9'17.4" . . . 91.5mph. . .

EATS 'EM ALIVE

Naturally, he ate them alive, without salt, pepper, or ketchup; Collins on the curve behind the pits and Hawthorn about a mile later, then easing off comparatively and winning with about three seconds in hand.

Consider, dear reader, the feelings of these two young gentlemen, the pride of the Ferrari team, driving very well indeed on a driver's circuit and having a minute's lead over the world champion, a position which each of them thinks that he can achieve with a good break or two; not only does this man old enough to be their father catch them up and knock the records eight seconds on one lap doing it, but they can't stop him driving right around them on the twistiest and most difficult course in Europe.

Gentlemen (and Mr. Clymer), I give you the Champion!

THE CASTOR OIL STORY

The use of castor oil as an engine lubricant is not new for before the days of Barney Oldfield and Eddie Rickenbacker it was discovered that castor oil had unusual chemical properties that made it most valuable for engine use where penetration and toughness were essential. Competition motorcycles made an excellent field testing apparatus, and while plain cold pressed castor oil was often the only lubricant that adequately lubricated when all others failed, it gummed badly when left in the crankcase.

The Air Ministry of England "broke in" aircraft engines with castor oil. Manufacturers of fine auto and motorcycle engines realized the extra fine lubricating qualities of castor and oil companies worked for years attempting to blend castor oil and petroleum oils to obtain the benefits of the castor oil without the objectionable features, but this one great detriment, acid fat gum, kept showing its destructive objection to the perfection of one of the world's most outstanding lubricants.

MANY TESTS MADE

Thousands of tests and years of experimenting made little progress toward the elimination of this objectionable acid fat gum, and resulted in making it mandatory to remove the castor oil from an engine immediately after its use to prevent gumming that would practically glue rings to pistons and form an oxidizing skin that would result in considerable damage to valuable engines.

During the 1930s, W. Francisco was successful in producing a light weight degummed-treated castor oil that was

used to great advantage in 2 cycle engines, reducing piston-cylinder wear to approximately one fifth normal wear. This process allowed the benefits of penetration to be used in fuel and oil as an additive, but was too low in viscosity for a straight crankcase lubricant.

During experiments through the 1940s, Francisco discovered the process that brought acclaim to the crankcase castor oil as one of the world's finest, allowing the fine qualities to be applied without any of the detriments.

The ability of castor oil to lubricate under the extreme heat of jet propelled engines and the stratospheric cold, will hold the castor bean in the atomic age as an important item, and it will probably be that many more farmers will turn to raising the new hybrids and inbred castor bean plants.

International Motor Show Set for Gardena

Gardena Stadium was named site for the 10th annual International Motor Sports Show, Sept. 13-22, by Producer John D. Howell. A concours d'elegance is scheduled for the 22nd.

Everything in the motor sports line will be on display at the arena, 139th Street and South Western Avenue, Gardena.

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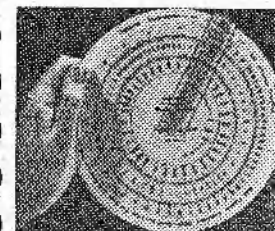
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European Scene

By W. Robert Nitske

CONNAUGHT AND BRM COMBO MIGHT PAY OFF

THE CONNAUGHT Engineering Company has definitely decided not to compete in any more Grand Prix events with their Formula I cars. Their Alfa engine did not come up to expectations, apparently, but financial reasons seem to have made the decision final.

A combination of the excellent Connaught chassis with more satisfactory BRM engine could possibly result in a winning combination. For the miserable roadability of the present BRM will perhaps never result in any victories for the Owen Racing Organization's car, while the superior roadholding of the Connaught, combined with the reliability of the BRM four-cylinder powerplant, might possibly bring eventual victory to the British.

They certainly are persistent enough to deserve something for their tenacity. Such a joint venture, as the combination suggested, might just do that for them.

240 HORSEPOWER

Afterthought: The rear axle ratio of the MG record car, described in the last column, is 1.93 to 1 and the maximum horsepower of the supercharged engine (240 hp) is reached at a staggering 7000 rpm. The body of the aerodynamic vehicle was developed and tested in the wind tunnel of the Armstrong-Whitworth airplane company.

The new Ferrari Formula II racing car, mentioned but briefly in a recent column, has perhaps the most powerful of the 1.5-liter engines now in existence. This 60-degree V-type six-cylinder engine has double overhead camshafts. With a bore of 64.5mm and stroke of 74mm, the total displacement is 1490cc.

Compression ratio is given as 9.5 to 1. The maximum output, with premium pump gasoline, of 190hp, is reached at 9200rpm.

Three Solex carburetors are used. Engine weight is only 275 pounds.

The chassis of the car is similar to that used in the Formula I cars, but it is 47.5 inches shorter. The total weight of the Formula II racing car is only 1126 pounds, giving an amazing ratio of nearly 6 pounds per horsepower.

AWE PULLS OUT

The 1.5-liter racing sports car category missed the fast AWE cars this season. The East German Rennabteilung of the Automobil-Werke Eisenach has definitely withdrawn from competition. The sixty million Eastern Deutsche Mark, so far contributed by the state towards this program, brought some prestige, but never superiority, in the 1500cc class.

At the Leipzig Fair this spring a new line of passenger cars was shown by this factory. The stylish \$5000 sports coupe incorporated many of the features of their racing machines and should have excellent performance, but I have not heard anything more about the actual production and ready availability of the car.

The star driver of the marque, Edgar Barth, one of the more promising German racing drivers, has been signed by Porsche for this season and has driven with Maglioli in the 1000km race at the Nurburgring placing fourth overall!

To fill the vacancy left by the AWE, Borgward was expected to participate in the 1500cc sports car event with their newly developed machine. Practice runs on the Ring were reported to have been made successfully, achieving lap times of 10:40 minutes, but so far the Bremen automobile manufacturer has not entered any racing events.

Some years ago the Borgward cars were strong contenders in their class and gave the Porsche some uneasy moments many a time.

BEHRA-MOSS WIN RACE IN SWEDEN

KRISTIANSTAD, Sweden, Aug. 11—France's Jean Behra and Stirling Moss of England piloted a Maserati to victory here today around a 4-mile course in the Swedish Grand Prix. They covered 145 laps in the 6-hour, 1000km race. Behra drove three-fourths of the way.

Second was a Ferrari, 1 lap behind, driven by Peter Collins and Phil Hill, Santa Monica, Calif. (who shared the winning mount with Maurice Trintignant last year).

A Maser shared by Joakim Bonnier, Giorgi Scarlatti, Harry Schell and Moss, was 3rd, 6 laps back. Mike Hawthorn-Luigi Musso, Ferrari, were 4th. Belgian team of DeBois-DeChancy, Jaguar, was 5th.

The win enabled Ferrari to take a 31-27 lead over Maserati for the sports car championship. The title will be decided Nov. 3 at the Grand Prix of Venezuela in Caracas.

LA SCCA Slates Drag Meet Aug. 25

The Los Angeles Region of the SCCA is having its Annual Day at the Drags, Sunday, Aug. 25, at the San Fernando Drag Strip. Practice runs begin at 8:30 a.m.

VIGNETTES BY VIGNOLLE

(Continued from Page 3)

for more than 5 years, flag marshal for more than 3 years and who unquestionably had developed one of the best flag teams in America? . . . OR sycophantically clinging to the hoopskirts of the Cal Club and pocketing a \$300 check each time out?

You don't have to be too vigorous mentally to figure that one out. Sander and the Board of High Priests gave King a swift kick in his derriere without benefit of a hearing. Now, as Miles told 'em, they'll have a job and continue to collect their lousy \$300 per race.

Three lusty huzzahs for integrity, character and backing your own people!

The Board of High Priests, for your information, are Fred Sander, Sandy Lucas, Chuck Matthews, Dick Vehle, Jim Honeter, Sam Kreidel, C. J. Neal, Bill Rice, Kay Brooks and George Engelage III.

But Sander at least said the club was well aware of the time, money and effort Grady King devoted to building a successful and efficient flag team. That was jolly white of him.

He added: "Great praise is due him for his efforts, but the board has not been able to agree that he is indispensable." That one is a great pearl of wisdom. Anybody with any savvy knows that NOBODY is indispensable. Truman gave MacArthur the boot and we still won the war!

While Sander said in so many words that the entire matter was nobody's business but his club's, he had a neat postscript: ". . . I think it would be nice to have it in MOTORACING."

YOU BET YOUR SWEET LIFE IT WOULD BE NICE, MR. SANDER!

GRAND GUIGNOL—The gaseous heavyweight (but a nice guy) from L. A. who was up for the Cotati races might be interested to know that a lot of the SF SCCA boys didn't relish his constant vocal blasts at their organization and way of doing things . . .

From Sports Car Pictorial, No. California publication: "we do not believe that CSCC should be allowed to come into the area. We sincerely hope that SCCA will do everything in their power to prevent such an occurrence. CSCC does not have one of the finest reputations and constantly do everything in the power to prove this to be true. Why should they come up, put on their races and take the money that is gained out of area? With two clubs in the area there would be conflicting dates and not by accident."

Reporting on the visit of a couple of CSCC Pharoahs who were trying to grab the Fort Ord course and race by pulling the rug out from under the SCCA, SCP said: "Later he stated that if no help were forthcoming CSCC would bring up their own workers from down South. They would lease whatever sites they needed for the race and the rest be damned."

It is no wonder that Miles and Frug were rebuffed so soundly. Fort Ord went to the SCCA, and the Cal Club "prestige" is still plunging. I salute the pair for their unmitigated gall. They have more guts than a sausage factory.

Frug has the temerity to defend his (and the club's) behavior thusly: "We didn't object when the SCCA was started in Los Angeles." Let that retort sink in real, real slowly.

Personal to Old (funny as a crutch) Ostrich: Stop, you're making me cry. We'll continue to print the news and news-photos. Circulation and ad volume are higher now than at any time. . . . Troublesome going: John McKeown (Corvette) spun (complete) FIVE TIMES ON DIFFERENT LAPS on turn 3 at Pomona. . . . Real comers: Ron Ellico (300SL). This chap knows the meaning of a 4-wheel drift. . . . Alfred Cadrobbi (Porsche Carrera cpe), who drove like a vet. . . . Big beef over the trophies at Cotati. None for overall in the 8 hr. and on Sun. And the class H trophy was same size as for 1st overall in the big race—a small pewter mug. . . . Bob Oker was disqualified on Sun. at Cotati for a Texas start. . . . Fans hated to see popular Joe Playan forced out because of eye trouble; had something to do with his contact lenses.

Best race photos up north being produced by aces Don and Doretta Meacham of Santa Rosa. . . . Cheers to a nice couple, Lynn and Grant Cornelius of the Glendale FCCA (he's ex-prexy), who had an impressive preview of their new store out Glendale way. Imported Car Accessories. Giving them a big hand were Dude Barber and Jim Boyle. Most of the talk there was on helmets—and did they give Tuptex the blast! Said Bob Oker: "If I am ever forced to wear a Tuptex hat, I'll never drive." . . . That record-breaking rallye (574 entries) netted \$1550.55 for Muscular Dystrophy. . . . Francois Crouzet, the colorful little Frenchman of Panhard fame and who won the 6-hr. index once at Torrey Pines, is back in our midst as factory rep for Renault on Sunset Blvd. He's been back east and in Europe for more than a year.

Sam Weiss, one of the most popular drivers to come down the pike, was in town last week to pick up a boat engine. The Sacramento Porsche ace has opened up another spot in Sacramento, with George Gartung, his co-driver in the Cotati 6-hr. in charge. He handles Porsche, Renault and Simca. Sam has MG, Jaguar, Austin-Healey and Morris. . . . Observes Jay Gurey on the firing of Grady King: "How can they fire anybody who doesn't get paid?"

WHAT ARE YOUR FAVORITE FEATURES?

What features in MOTORACING appeal to you the most? A survey is being conducted to determine what readers find most interesting and provocative.

Please write the figure "1" after your favorite, "2" after what you consider 2nd best and so down the line. Clip and mail to Editor, Motoracing, 725 No. Western Ave., Los Angeles 29.

E. Forbes-Robinson—Technical analysis on races _____
 Bill Harmer—Sports Car-toon _____
 Gail Holden—Rallye Scene _____
 Myra Jones—Myra's Clipboard _____
 Art Lauring—Checkered Flag _____
 Letters to the Editor _____
 Henry N. Manney III—European Coverage _____
 Jim Mourning—Up the Straights _____
 My Favorite Corner (By Various Drivers) _____
 W. Robert Nitske—European Scene _____
 Picture Page _____
 Maury Powell—Racing Pow-Wow _____
 Racing Charts (Tabulated Results, DNF Info) _____
 Mike Siakooles—Formula III Racing _____
 Gus V. Vignolle—Vignettes _____
 Tom Wilson—Dear Gus _____
 (Do you want "The Duke Wonders" resumed?) _____

LOU BRERO MEMORIAL RACES

(Continued from Page 1)

three on Saturday. Production sedans have not been banned.

Early entries and one of the favorites in both modified classes is Sam Weiss, Sacramento. Porsche RS, recent Cotati victor. Others include John Barneson, in the big Chrysler-powered Hagemann Special; Chick Leson, Ma-

serati; Jim Lowe, Lotus; Eldon Beagle, Porsche; Jim Hughes, Lotus; John Fox, Lotus; Jim Orr, AC Bristol; Marion Lowe, Alfa Romeo Veloce; George Gartung, Alfa Romeo Giulietta; Jim Woods, Triumph TR3.

REPAIR FACILITIES

NOTES—Two Eureka dealers have offered free use of their garage facilities to drivers. This means the floor space to work in, lights, jacks, plus four or five hydraulic lifts suitable for sports cars. You furnish your own tools, of course, and parts must be supplied by you, or purchased by you.

This offer is available all day Saturday (Aug. 31), Saturday night (Let's be reasonable re the lateness of the hours, boys!) and even Sunday morning—until race-time. Friday night: they won't be open, but if someone is really in a severe bind, emergency arrangements can be made.

The firms are Paoli Bros., 7th and C Sts., Eureka (owner, Toni Sepic) and Frank Dearing Motors, 7th and Pine Sts., Eureka (owner, Frank Dearing). Paoli handles Jaguar, Healeys, Austin, Morris Minor, MGA, Magnette, Lancia, Aston-Martin. Dearing handles Triumph, Porsche, Maserati, Renault, Simca, Volvo, Borgward, Rometsch.

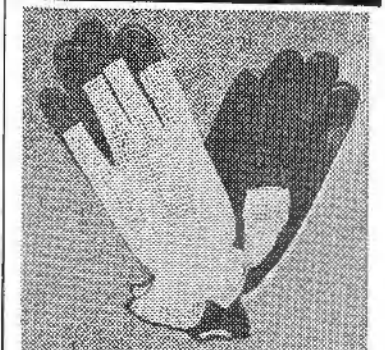
This offer is not limited to such marques, however. Any competition machine is welcome at both places!

SOCIAL ASPECTS BRIGHT

There will be a no-host cocktail party Friday and Saturday nights at Club DeLuxe, and the victory dinner as well on Sunday night. Operator Don Wilson promises a fine prime rib dinner for \$3. Reservations are limited to 200.

If any of you sports-fishermen are interested, charter boats are available—and not expensive—for salmon fishing outside Humboldt Bay, and the results are usually most gratifying!

BUY of the WEEK



Here is our best buy for this issue of Motoracing: LES LES-TON GLOVES. Lightest natural cape palm, crocheted back for comfort and coolness. Compare with any driving glove at any price: Only \$6.50. A good buy at any time: The MG Mitten, original tailored car cover to protect your investment. Sample prices:

MG Mitten	\$17.95
Healey Hugger	Canvas
Triumph Tunic	\$24.50
Guillietta	Duralin
Jumper	\$22.95
(Spyder)	Canvas
Jaguar Jacket	\$29.50
Porsche Parka	Duralin
V W Vest	\$27.95
Mercedes Muff	Canvas
(190)	\$32.50
Ghia Gown	Duralin
Corvette Cap	\$27.95
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Letters To The Editor

(Continued from Page 2)

mona from \$2 to \$3 without announcing it beforehand really smells. We've had enough.

Kenny Navarrete
Gardena, Calif

CONCOURS COSTS LISTED

What does it cost to put on a concours like the last Sports Car Festival held at Blarney Castle, July 14?

Printing cost for entry blanks, acknowledgment postcards, windshield cards, table tents, invitation postcards, etc., including:

Postage \$386.00
Trophies, armbands, ribbons \$14.00
Keycases 180.00
Contestant dash plaques 125.00
Decorations, street banners 92.00
Additional decorations 48.00

Hay bales for Quarter midget racing (delivered) 305.00
Four-man band 125.00
Irish Piper Band 150.00
Inside Musician 80.00
Additional help (2 days) 180.00
Instead of 1 normal restaurant Sunday shift all employees worked 2 shifts with double time Sunday (additional) 291.00
211 free meals to workers, etc. 316.50
Free drinks 111.00
Additional promotion expense on the day of festival and prior to it 382.00

This is a total cost of about \$3550.00. Additional cost receipts from this day for the Blarney Castle were approximately \$1400.00 above a normal Sunday business, so you can figure out for yourself you have to be an enthusiast to spend about \$2000.00 out of your own pocket for such an event.

This is being written because of certain remarks that have been made and published recently regarding the putting on of a concours by restaurant owners. We feel that the above explanation is necessary to put some scriveners straight, who don't bother to attend these events but feel qualified to write about them on behalf of their under-the-table mates. Besides that, food and drinks were free to the working press. The trophies, etc., totaled \$1,219.00, free food and drinks to press and workers, \$427.50, plus \$230.00 worth of hay free and \$76.00 in cash to the Glendale Quarter Midget Association.

Rudy Cleye
Blarney Castle
Los Angeles

MORE RALLYE NEWS

How about more on rallyes? I'll bet better than 99.99% of your subscribers do not race, and I'll bet close to 50% of them rallye. This makes the thing a little one-sided except for the fact I think all of us watch the races. Keep up the good work. I think every member of my club subscribes and I know I will never be without your interesting paper

Lloyd E. Kounalis
Long Beach Douglas SCC

DR. SNIVELY APPRECIATIVE

I have received the copy of your publication in which you very kindly published the report on the helmet testing which was done under the Snell Foundation, and would like to

express my appreciation for this excellent coverage.

One of the most pleasant things about this entire business which has taken so very much of my time during these past months has been the enthusiastic response such as that which you have shown to people in the publishing game towards the promotion of greater safety in automotive sports. This stands in rather sharp contrast to the reception afforded such information as these tests by several of the manufacturers whose products did not prove to be as satisfactory as they had hoped. However, I firmly believe that through efforts such as those made by your publication drivers' lives will definitely be saved and this more than makes worthwhile the difficulties of the task at hand.

George G. Snively, M. D., Director
Department of Medicine,
Sacramento County Hospital,
Sacramento

'FORM OF ANARCHY'

While legally the board of the S. F. Region of the SCCA may have the right to force upon its members the use of this or that brand name of crash helmet, morally, on the basis of present evidence it is only a step removed from a type of anarchy that all Americans abhor. By extrapolation one can foresee that having gained the power to legislate by granting or denying approval on the basis of "safety" that next will come approval of only John Doe safety belts, Richard Roe coveralls and eventually only "Roll-Martins" may be driven on the race course.

As a motor sports journalist and as a driver I am as concerned with safety as any man but I also have access to information which leads me to believe that the action is premature as it is ill advised. I should like to inquire if any tests have been conducted as to the abrasion resisting characteristics of these or any helmets.

Jim Matthews,
San Fernando, Calif.

'BODY BURIED IN S. F.?'

This comment from one who represents several drivers who resent like hell the implication that all of us racing sports cars are a bunch of sub-moronic dolts. I refer to the S. C. I. report on crash helmets and the more recent follow-up in MOTORACING by Dr. Snively and Tom Wilson about the helmet by the S. F. Region of SCCA of all but two makes of helmets.

Among our personal acquaintances are drivers who are stress analysts, motorcycle policemen, physicians and engineers, not one of whom has a good thing to say about the Toptex helmet for AUTOMOBILE racing protection. Like the majority in sports car racing, these men are far above the average in intelligence and education.

Just where does non-driver Tom Wilson get off being such a rabid disciple of "the gospel according to Saint Snively"? Maybe there's a body buried up there in S. F. AND if the Snell Foundation is out of money it should be replenished by the ones who stand to make a bundle out of the current monopoly attempt.

If the time ever comes when one joker with an axe to grind or a financial nest to feather can tell us what helmet to wear on the basis of such flimsy evidence, that's the day we hang up our goggles for good. How about some real evidence and let's hear the other side of the story.

Jerome Whitelock
Los Angeles

PORTLAND, MAINE, RALLYE

Just a note to inform you that as its first active venture the "100 Litre Sports Car Club" will hold a rallye. It will be called "The Rallye Without A Fancy Name" and will be held September 28 and 29. Starting point will be Portland, Maine.

Having been a subscriber to Motoracing for several months now, I have read with interest Gail Holden's "Rallye Scene". It may interest fans of her articles to know that this



JAYNE MANSFIELD changes a flat tire on her new French Renault Dauphine, as her fiancé, Mickey Hargitay, picks up the 1400-pound sedan. While motoring in Palm Springs, the film star's car had a flat and she discovered car lacked a jack.

BEAZLEY'S 'SILVER LADY' TURNS UP

About a year ago at the Palm Springs races, John Beazley, the young chief of the auto division at Gough Industries, walked out into the bright sunlight, surveyed his luxurious Rolls Royce and cried:

"Egad, someone has pinched my Silver Lady!"

What he meant was that someone had sleeved the expensive silver hood ornament.

This was subsequently reported in MOTORACING.

Last week a heavy package arrived in our offices from Japan. Enclosed was a letter from a sailor in the Submarine Service. He said he was the guilty one.

Years ago, he wrote, a culprit "pinched" a similar ornament from his car, and at the spa he thought he'd get even. But it was on his conscience for months and months, through the long, weary hours in the submarine and while walking through the streets of Tokyo.

"I couldn't keep it," he added, "Please tell John Beazley I am returning it. Tell him 'Silver Lady' sailed underwater for 38 days. I just couldn't go through with it."

To J. B.: The Silver Lady awaits you at MOTORACING.

rallye will not require knowledge of tire wear and its effect on speedometers . . . an advanced degree in rallye navigation . . . or even a Halda Speedpilot. All you will need will be an odometer, a ruler, and an old shoestring.

Although the rallye is listed for two days it will be unusual inasmuch as entrants may come anytime between midnight Saturday (28) and 2 p. m. on Sunday to run the course. Then all who finish will gather Sunday night for a large scale feed and award giving session. One need not stay over for the feed as prizes will be mailed to absentee winners. There will be loot of all manner and description for both winner and loser.

By the way, any reader who thinks he or she can make the rallye should write me for full details plus an application blank. As a matter of fact, mention Motoracing in your letter and if you win, the "100 Litre Sports Car Club" will award an extra prize that, while it won't be overly expensive, will make other Motoracing

readers who didn't enter green with envy. Thank you for any mention you may make of our club's maiden event.

David W. Serette,
41 Carleton St.,
Portland, Maine

FENDELL ENJOYS IT

I have enjoyed MOTORACING ever since you started it coming this way, especially since there is no comparable publication here in the East. Bob Fendell, Sports Car Editor, New York World-Telegram & Sun, New York, N.Y.

HOW ABOUT THIS?

I just thought I'd drop you a line saying that I have no gripes with MOTORACING on any concern. I am specifically referring to a petition that my name was linked with that was printed in West Coast Sports Car Journal.

Bruce Keester
Beverly Hills, Calif.

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See announcement on this page of the "New Look," streamlined classified section being kicked off in the next issue with a FALL CARNIVAL OF WANT ADS at a special discount to you! To get in on it, call or write Joyce, 4041 Marlton Ave., Suite 208, L.A. 8, AXminster 2-0287. Next issue Sept. 6-13.

Classified Department, 4041 Marlton Ave., Los Angeles 8, Calif.
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BACK copies of MOTORACING. All issues available. Send 15 cents for each copy desired, plus five cents each copy for postage and handling for: MOTORACING, Box BC, Suite 14, 725 N. Western Ave., Los Angeles 29, Calif.

ALFA ROMEO GIULIETTA Parts: 5:12 differential, nearly new, for short course, for hill climbs, gives maximum performance. Also set of new Veloce cam shafts. Ong Aircraft Corp., P.O. Box 214, Kansas City, Mo.

SACRIFICE \$1250—Dm Special Ready to race. Sister to Morgensen's Special. Running Mercedes 300S engine & 4sp Box. Class winner. Plenty room for Big V-8. Lots of spares. Open to offers. Dave Crane, 3302 East Montevista, Phoenix, Ariz. BRIDGE 5-3215.

1939 FIAT 500 Convertible. New tires, extra parts, good condition. Also various Singer parts and completely rebuilt V-8-60 engine. Bob Moore, 120 Chabot Court, Modesto, Calif. LA. 2-5127.

DEUTSCH-BONNET, gray, August 1956, 750cc. Latest brakes. Class winner but not strained. \$2900. Howard Brown, 143 Morton Avenue, Broomall, Penna.

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(Read instructions and Rates on this Page)

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This special discount will be good only for the next two issues during our FALL CARNIVAL OF WANT ADS to introduce our new, streamlined classified section coming up in the next issue. You must use or mention this coupon to earn your carnival discount.

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CLASS H CROSLY Competition Special, aluminum envelope body, new engine, steel crank, etc. New tires, ready to race. \$750. Days call Starbuck, L.U. 2-6286 or see at 11707 Halcourt Avenue, Norwalk.

COOPER JAP 500cc, excellent specimen, complete with lightweight trailer. Spares include engine, gearbox, many new engine parts, special tools, fuel, photo available. D. Black, 24101 Beverly, Oak Park, Michigan. LI. 5-5735.

AUSTIN-HEALEY 100 S, very few miles, raced once at Palm Springs, immaculate condition. Same kind of car that Jim beats Bob in. Burbank Sports Car Center, 507 South San Fernando Road, Burbank.

LOTUS MARK VI engine, 96 horse, new engine, plenty of spare engine parts, 6 wheels, trailer, 3 spare ring and pinions, top, windshield. Driven carefully one weekend out of every month by gray-haired old man. \$2500. Contact Harry Hanford. Diamond 7-6131.

1934 ALFA ROMEO GRAND PRIX, 8 gear changes, 320 in. flathead Mercury engine, Potvin 3/8 S. U. cam, 3 pot manifold, Harmon-Collins magnet, pop up pistons, 1 5/8 in. intake valve, ported and relieved, 8.5-1 Evan's heads. \$1000. Walter Biely, 414 Mariposa, Sierra Madre. EL. 5-0442.

'57 ALFA ROMEO VELOCE Giulietta Spyder, make offer, 4950 Woodman, Apt. 3, Serman Oaks, Calif., State 8-4468.

PORSCHE 1500 SUPER SPEEDSTER, white with red leather, Oldfield 4-2885, evenings. HO. 9-1251, days, extension 1277. Jim Moore.

MG TC, cherry, rebuilt, 1500cc modified engine, new top, tonneau, etc. WE. 1-8779.

WANTED

DEALERS and representatives for Steen "C" Lubricant Sales. Fast moving sales item. Desirable territories available. Angeles 8-2673, 2122 South Atlantic, L.A. 22.

COMPETITION SEDAN PILOTS, RRR needs and wants your racing entry. First race at Willow Springs, September 28-29 as guest members of RRR. Call LUDlow 7-1086 for entry blank.

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When writing advertisers, please say you saw it in MOTORACING.

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ONE BALCHOWSKY SPECIAL. This car will be rented to driver submitting highest offer for races after September 1. Owner willing to assume all risks. Unable to afford continued racing. Box H. MOTORACING.

HELP WANTED

SALESMEN needed by MOTORACING at once. Experience preferred but not required. Contact dealers, garages, accessory firms, etc., for advertising space in MOTORACING. Protected territories open now. No limit on your income. Car a necessity. Full-time men with sports car interest preferred, but may be handled part-time to start. We furnish some leads, you develop others. Contact: Maury Powell, 725 N. Western Ave., L. A. 29. Phone: Hollywood 2-6388.

CIRCULATION agents needed by MOTORACING immediately. Handle distribution and sales at race meets, dealers, shops, etc., in your area. Protected territories now available. Send resume of experience, background and area desired to: Maury Powell, MOTORACING, 725 N. Western Ave., L. A. 29.

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Use the WANT ADS

San Francisco Plans Largest Auto Show

SAN FRANCISCO — Largest auto show in America is the target of the expanded San Francisco International Auto Show at the mammoth Cow Palace Nov. 29-Dec. 8. The Cow Palace, site of the last Republican National Convention, provides the exposition with unlimited floor space permitting the show to now include imported cars, trucks, commercial vehicles and accessory exhibits in addition to increased space for domestic car displays.

George Olsen is chairman of the show committee for the Motor Car Dealers Ass'n. of San Francisco.

The building's center arena will be occupied by the finest offering from each of the domestic and imported car lines in that exposition, presented in America's first salon showing by a major show.

500-Mile Sports Car Race Set at Elkhart

ELKHART LAKE, Wis. — The first 500-mile race in the history of sports car racing will be run on Road America here Sunday, Sept. 8, climaxing two days of SCCA racing.

It will be optional with the entries whether they want to use one or two drivers for the grueling 125 laps.

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Los Angeles 29, Calif.

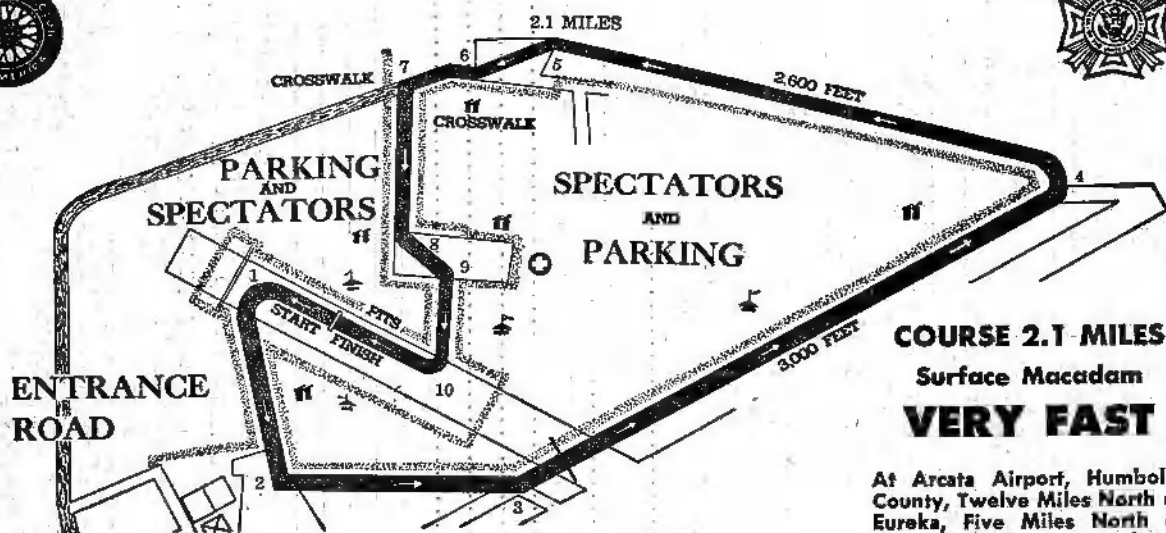
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First Annual **LOU BRERO MEMORIAL RACE**

ARCATA AIRPORT — AUG. 31 & SEPT. 1, 1957



At Arcata Airport, Humboldt County, Twelve Miles North of Eureka, Five Miles North of Arcata, Calif., on Highway 101.

SATURDAY, AUG. 31

- 8 to 11:00 a.m.—Tech. Inspection.
- 11:15 a.m.—Drivers Meeting.
- 11:15 to 11:45 a.m.—Novice Practice—Prod.
- 11:50 to 12:20 a.m.—Novice Practice—Mod.
- 12:30 to 1:00 p.m.—Lunch break.
- 1:10 to 1:40 p.m.—Senior Practice—Prod.
- 1:50 to 2:20 p.m.—Senior Practice—Mod.
- 2:30 p.m.—Prod. Sedans, H. G. F, 10 laps.
- 3:00 p.m.—Production M.G.'s, 10 laps
- 3:30 p.m.—Senior Qualifying Races, 10 laps.

RACE HEADQUARTERS: CITY CENTER MOTEL, 4th & 5th STS. (HIGHWAY 101), AT "M" ST., EUREKA

SUNDAY, SEPT. 1

- 10:30 a.m.—Modified, Novice, H, G, F, 10 laps.
- 11:00 a.m.—Modified, Novice, E and Above, 10 laps.
- 11:30 a.m.—Production, Novice, E and F, 10 laps.

Lunch break.

- 12:45 p.m.—Production, Novice, E and Above, 10 laps.
- 1:15 p.m.—Production, Senior, G and F, 20 laps.
- 2:15 p.m.—Production, Senior, E and Above, 20 laps.
- Modified, Senior, H. G. F, 20 laps.
- 3:30 p.m.—Modified, Senior, E and Above, 30 laps.

The San Francisco Region Sports Car Club of America, Inc.